REVISED TRAFFIC IMPACT ANALYSIS REPORT

TEMESCAL MCP (COMMERCIAL)

Riverside County, California

July 29, 2024

(Update of June 18, 2024 Report)

Prepared for:

MCP Industries

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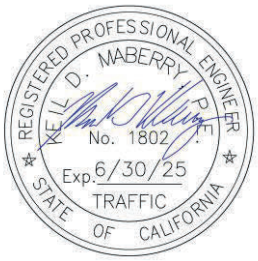

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EXECUTIVE SUMMARY

Project Description

- The proposed Temescal MCP (Commercial) project site is located on the west side of Temescal Canyon between the I-15 Southbound Ramps and Lawson Road in Riverside County, California. The Project site is currently a combination of vacant area and the existing Mission Clay Products facility. The proposed Commercial Project consists of a 188,000 SF manufacturing building, a 2,500 SF coffee shop with a drive-through, a 2,900 SF fast causal restaurant, and a 5,000 SF fast-food restaurant with drive-through window. The proposed Commercial Project is expected to be completed and fully occupied by the Year 2026.

- Access to the proposed Commercial Project will be provided via three (3) driveways and private Street B along the north side of proposed public Street A to be aligned directly across from the second existing Tom's Farms driveway along Temescal Canyon Road, which will be signalized in conjunction with the proposed Commercial Project. In addition, one (1) stop controlled driveway will be provided along Temescal Canyon Road (i.e. Project Driveway 1) for the retail component of the Commercial Project.

  Upon completion of Street A, which will be extended westerly from Street B to Lawson Avenue in conjunction with the FGPA Residential Project, additional access to the proposed Commercial Project will be provided via one (1) full access stop-controlled driveway located along Lawson Road (i.e. Lawson Road at Street A).

- The proposed Commercial Project is expected to generate 3,932 weekday net daily trips (one half arriving, one half departing), with 471 net trips (282 inbound, 189 outbound) produced in the AM peak hour and 383 net trips (163 inbound, 220 outbound) produced in the PM peak hour. It should be noted that these trip estimates include the conversion of truck-related trips to passenger car equivalents (PCE) for the industrial component of the Commercial Project.

Study Area

- The key study intersections listed below provide both local and regional access to the study area and define the extent of the boundaries for this traffic impact investigation. The eight (8) proposed Project access locations are also listed.

  Key Study Intersections:

  1. Temescal Canyon Road at I-15 NB Ramps
  2. Temescal Canyon Road at I-15 SB Ramps
  3. Trilogy Parkway/Knabe Road at Hunt Road
  4. Temescal Canyon Road at Lawson Road
  5. Temescal Canyon Road at Trilogy Parkway

6. Maitri Road at Temescal Canyon Road
7. Campbell Ranch Road at Temescal Canyon Road

Project Access Locations:

A. Temescal Canyon Road at Street A
B. Temescal Canyon Road at Project Driveway No. 1
C. Project Driveway No. 2 at Street A
D. Project Driveway No. 3 at Street A
E. Project Driveway No. 4 at Street A
F. Street B at Street A
G. Lawson Road at Street A

- The key study roadway segments listed below provides both local and regional access to the study area and defines the extent of the boundaries for this traffic impact investigation:

Key Study Roadway Segments:

A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road

Cumulative Projects Description

- The twenty-four (24) cumulative projects are forecast to generate a combined total of 48,674 weekday daily trips, with 4,684 trips forecast during the AM peak hour and 4,768 trips forecast during the PM peak hour.

Peak Hour Intersection Capacity Analysis

- Under Existing traffic conditions, the intersection of Maitri Road at Temescal Canyon Road currently operates at unacceptable levels of service during the AM and PM peak hours. The remaining key study intersections currently operate at acceptable levels of service during the AM and PM peak hours.

- For Existing With Ambient Growth With Commercial Project traffic conditions, two (2) of the seven (7) key study intersections are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections forecast to operate at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
4. Temescal Canyon Road at Lawson Road	48.4	E	--	--
6. Maitri Road at Temescal Canyon Road	133.2	F	53.4	F

Two (2) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Existing With Ambient Growth With Commercial Project traffic conditions when compared to the target LOS defined in this report. However, the implementation of recommended improvements at the deficient locations improves the two (2) intersections to acceptable service levels.

- For Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions, three (3) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
2. Temescal Canyon Road at I-15 SB Ramps	59.8	E	--	--
4. Temescal Canyon Road at Lawson Road	39.9	E	--	--
6. Maitri Road at Temescal Canyon Road	203.6	F	75.8	F

Three (3) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions when compared to the target LOS defined in this report. However, the implementation of recommended improvements at the deficient locations improves these intersections to acceptable service levels.

- For Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions, five (5) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1. Temescal Canyon Road at I-15 NB Ramps	--	--	86.9	F
2. Temescal Canyon Road at I-15 SB Ramps	113.7	F	80.7	F
4. Temescal Canyon Road at Lawson Road	10,000.0	F	64.7	F
6. Maitri Road at Temescal Canyon Road	287.7	F	243.8	F
7. Campbell Ranch Road at Temescal Canyon Road	57.7	E	--	--

Five (5) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions when compared to the target LOS defined in this report. However, the implementation of recommended improvements at the deficient locations improves these intersections to acceptable service levels.

- For Year 2045 With Commercial Project traffic conditions, four (4) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections forecast to operate at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1. Temescal Canyon Road at I-15 NB Ramps	199.3	F	78.1	E
2. Temescal Canyon Road at I-15 SB Ramps	119.2	F	--	--
4. Temescal Canyon Road at Lawson Road	755.4	F	36.2	E
6. Maitri Road at Temescal Canyon Road	135.6	F	35.8	E

Four (4) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Year 2045 With Commercial Project traffic conditions when compared to the target LOS defined in this report. However, the implementation of recommended improvements at the deficient locations improves the four (4) intersections to acceptable service levels.

Roadway Segment Analysis

- Under Existing traffic conditions, all three (3) key roadway segments currently operate at an adverse LOS E or F on a daily basis.

- For Existing With Ambient Growth With Commercial Project traffic conditions, all three (3) key roadway segments are forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service are:

	Daily		
Key Roadway Segment	**Volume**	**V/C Ratio**	**LOS**
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	23,870	1.836	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	22,027	1.694	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	20,135	1.035	F

To determine if the Commercial Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. Two (2) of the locations are forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. However, the implementation of recommended improvements at the deficient approaches improves the approaches to an acceptable service level. The remaining location is forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

- For Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions, all three (3) key roadway segments are forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service are:

	Daily		
Key Roadway Segment	**Volume**	**V/C Ratio**	**LOS**
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	24,836	1.910	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	22,933	1.764	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	20,970	1.078	F

To determine if the Commercial and Residential Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. Two (2) of the locations are forecast to operate at an unacceptable LOS F in the northbound direction during the AM peak hour. However, implementation of recommended improvements at the deficient approaches improves the approaches to an acceptable service level. The remaining location is forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

- For Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions, all three (3) key roadway segments re forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service re:

	Daily		
Key Roadway Segment	**Volume**	**V/C Ratio**	**LOS**
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	34,372	2.644	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	30,698	2.361	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	28,422	1.461	F

To determine if the Commercial Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. Two (2) of the locations are forecast to operate at an unacceptable LOS F in the northbound direction during the AM peak hour. However, implementation of recommended improvements at the deficient approaches improves the approaches to an acceptable service level. The remaining location is forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

- For Year 2045 With Commercial Project traffic conditions, all three (3) key roadway segments are forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service are:

		Daily	
Key Roadway Segment	**Volume**	**V/C Ratio**	**LOS**
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	31,902	2.454	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	29,505	2.270	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	27,227	1.400	F

To determine if the Commercial Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. One (1) of the locations is forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. However, the implementation of recommended improvements at the deficient approach improves the approach to an acceptable service level. The remaining locations are forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

Traffic Signal Warrant Analysis

- The results of the peak-hour traffic signal warrant analysis indicate that the two (2) key unsignalized deficient intersections of Temescal Canyon Road at Lawson Road and Maitri Road at Temescal Canyon Road have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part B for the AM and/or PM peak hours. The analysis and the recommended improvement show that the intersections of Temescal Canyon Road at Lawson Road and Maitri Road at Temescal Canyon Road are recommended to be signalized. With signalization of these intersections, which is warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. Thus, it is concluded that traffic signals are justified at these locations.

Project-Specific Access Improvements

- The following project-specific improvements are to be constructed by the proposed Commercial Project along the Temescal Canyon Road. Street A will be constructed between

Street B and Temescal Canyon as an Industrial Collector, with two travel lanes and a two-way-left-turn lane, and Street B will be constructed as a collector with two travel lanes and a two-way-left-turn lane in conjunction with the Commercial Project.

- A. Temescal Canyon Road at Street A: Construct the west leg of the intersection and provide an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, an exclusive eastbound right-turn lane, and one inbound lane. Restripe the south leg of the intersection to provide an exclusive northbound left-turn lane. Restripe the north leg of the intersection to convert the existing two-way left-turn lane to an exclusive southbound left-turn lane and to provide an exclusive southbound right-turn lane. Restripe the east leg to provide a shared westbound left-turn/through/right-turn lane. Install a traffic signal and design for six-phase operation with east-west split phasing. Stripe crosswalks on all four legs
- B. Temescal Canyon Road at Project Driveway No. 1: Construct the west leg of the intersection and provide an exclusive eastbound left-turn lane, an exclusive eastbound right-turn lane, and one inbound lane. Stripe a crosswalk on the west leg. Install a stop control on the west leg of the intersection.

Planned Improvements

- The following planned improvements will be constructed by the FGPA Residential Project upon completion of proposed Street A between Lawson Road and Street B as a Collector with two travel lanes and a two-way-left-turn in Year 2028.
  - G. Lawson Road at Street A: Construct the east leg and provide a shared westbound left-turn/right-turn lane and one inbound lane. Stripe a crosswalk on the east leg. Install a stop control on the east leg of the intersection.

Recommended Improvements

Existing With Ambient Growth With Commercial Project Traffic Conditions

- The results of Existing With Ambient Growth With Commercial Project traffic conditions indicate that two (2) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:
  - Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound departure lane. This improvement is consistent with the WRCOG TUMF Roadway

Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

➢ The results of Existing With Ambient Growth With Commercial Project traffic conditions indicate that two (2) of the three (3) key study roadway segments are forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient locations to improve these roadway segments to acceptable service levels:

- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road: Widen and restripe to provide a second northbound travel lane. Modify the existing traffic signal at the intersection of Temescal Canyon Road at Trilogy Parkway. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions

➢ The Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions indicate that three (3) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:

- Intersection 2. Temescal Canyon Road at I-15 SB Ramps: Widen and restripe the north leg of the intersection to provide a second exclusive southbound right-turn lane. Widen and restripe the west leg to provide a second eastbound departure lane. Modify the existing traffic signal. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound

departure lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

➢ The results of Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions indicate that two (2) of the three (3) key study roadway segments are forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient locations to improve these roadway segments to acceptable service levels:

- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road: Widen and restripe to provide a second northbound travel lane. Modify the existing traffic signal at the intersection of Temescal Canyon Road at Trilogy Parkway. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions

➢ The results of Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions indicate that four (4) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:

- Intersection 1. Temescal Canyon Road at I-15 NB Ramps: Widen and restripe the east leg of the intersection to provide an exclusive westbound left-turn lane. Modify the existing traffic signal.
- Intersection 2. Temescal Canyon Road at I-15 SB Ramps: Widen and restripe the north leg of the intersection to provide a second exclusive southbound right-turn lane. Widen and restripe the west leg to provide a second eastbound departure lane. Modify the existing traffic signal. This improvement is consistent with the WRCOG

TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

- Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound departure lane. Install a traffic signal and design for three-phase operation. Stripe crosswalks on the south and west legs. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

➢ The results of Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions indicate that two (2) of the three (3) key study roadway segments are forecast to operate at an unacceptable LOS F in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient locations to improve these roadway segments to acceptable service levels:

- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road: Widen and restripe to provide a second northbound travel lane. Modify the existing traffic signal at the intersection of Temescal Canyon Road at Trilogy Parkway. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

Year 2045 With Commercial Project Traffic Conditions

➢ The results of Year 2045 With Commercial Project traffic conditions indicate that four (4) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:

- Intersection 1. Temescal Canyon Road at I-15 NB Ramps: Widen and restripe the south leg of the intersection to provide a second exclusive northbound left-turn lane. Widen and restripe the east leg to provide a second westbound departure lane. Widen

and restripe the east leg of the intersection to provide an exclusive westbound left-turn lane. Modify the existing traffic signal.

- Intersection 2. Temescal Canyon Road at I-15 SB Ramps: Widen and restripe the north leg of the intersection to provide a second exclusive southbound right-turn lane. Widen and restripe the west leg to provide a second eastbound departure lane. Modify the existing traffic signal. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound departure lane. Install a traffic signal and design for three-phase operation. Stripe crosswalks on the south and west legs. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

➢ The results of Year 2045 With Commercial Project traffic conditions indicate that one (1) of the three (3) key study roadway segments is forecast to operate at an unacceptable LOS F in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient location to improve this roadway segment to acceptable service levels:

- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

The following matrix summarizes all improvements and fair share requirements, as coordinated with County Transportation Staff, and funding sources, if any:

Traffic Conditions Scenario	Fair Share	Funding Source
Existing With Ambient Growth With Commercial Project		
• Intersection 4. Temescal Canyon Road at Lawson Road o Widen and restripe to provide a 2nd NBT. o Widen and restripe to provide a 2nd NB departure lane.	100%	None (TUMF Facility)
• Intersection 6. Maitri Road at Temescal Canyon Road o Install a traffic signal with 5-phase operation. o Stripe crosswalks on all legs.	11.44% (0.72% Industrial 10.00% Retail[1])	None
• Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road o Widen and restripe to provide a 2nd NB lane. o Modify existing traffic signal at Temescal Canyon Road/Trilogy Parkway.	11.76% (0.74% Industrial 10.28% Retail[2])	None (TUMF Facility)
Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project		
• Intersection 2. Temescal Canyon Road at I-15 SB Ramps o Widen and restripe to provide 2nd SBR. o Widen and restripe to provide 2nd EB departure lane. o Modify existing traffic signal.	75.25% (35.20% Industrial 40.05% Retail[3])	None
• Intersection 4. Temescal Canyon Road at Lawson Road o Widen and restripe to provide a 2nd NBT. o Widen and restripe to provide a 2nd NB departure lane.	100%	None (TUMF Facility)
• Intersection 6. Maitri Road at Temescal Canyon Road o Install a traffic signal with 5-phase operation. o Stripe crosswalks on all legs.	11.44% (0.72% Industrial 10.00% Retail[4])	None
• Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road o Widen and restripe to provide a 2nd NB lane. o Modify existing traffic signal at Temescal Canyon Road/Trilogy Parkway.	11.76% (0.74% Industrial 10.28% Retail[2])	None (TUMF Facility)

1 The FGPA Residential project is responsible for 0.72% fair share.

2 The FGPA Residential project is responsible for 0.74% fair share.

3 Per County staff direction, the FGPA Residential project is responsible for construction of these improvements.

4 The FGPA Residential project is responsible for 0.72% fair share.

Traffic Conditions Scenario	Fair Share	Funding Source
Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects (Continued)		
• Intersection 1. Temescal Canyon Road at I-15 NB Ramps o Widen and restripe to provide a WBL. o Modify existing traffic signal.	13.95% (8.06% Industrial 5.89% Retail)	None
• Intersection 2. Temescal Canyon Road at I-15 SB Ramps o Widen and restripe to provide 2nd SBR. o Widen and restripe to provide 2nd EB departure lane. o Modify existing traffic signal.	75.25% (35.20% Industrial 40.05% Retail[3])	None (TUMF Facility)
• Intersection 4. Temescal Canyon Road at Lawson Road o Widen and restripe to provide a 2nd NBT. (100%) o Widen and restripe to provide a 2nd NB departure lane. (100%) o Install traffic signal with 3-phase operation. (12.67%) o Stripe crosswalks on south and west legs. (12.67%)	Construct Widening Traffic Signal: 12.67% (0.67% Industrial 12.00% Retail)	None (TUMF Facility)
• Intersection 6. Maitri Road at Temescal Canyon Road o Install a traffic signal with 5-phase operation. o Stripe crosswalks on all legs.	11.44% (0.72% Industrial 10.00% Retail[5])	None
• Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road o Widen and restripe to provide a 2nd NB lane. o Modify existing traffic signal at Temescal Canyon Road/Trilogy Parkway.	11.76% (0.74% Industrial 10.28% Retail[6])	None (TUMF Facility)
Year 2045 With Commercial Project		
• Intersection 1. Temescal Canyon Road at I-15 NB Ramps o Widen and restripe to provide a 2nd NBL. o Widen and restripe to provide a 2nd WB departure lane. o Modify existing traffic signal.	10.75% (4.54% Industrial 6.21% Retail)	None

State of California (Caltrans) Analysis

➢ Adequate storage is not provided to accommodate the forecast 95th percentile queues for the shared westbound left-turn/through/right-turn lane at the intersection of Temescal Canyon Road at I-15 NB Ramps under Year 2045 With Commercial Project traffic conditions. Therefore, it is recommended that the design of the future exclusive westbound left-turn lane include a minimum storage of 300 feet to accommodate the forecast deficiency.

5 The FGPA Residential project is responsible for 0.72% fair share.

6 The FGPA Residential project is responsible for 0.74% fair share.

- Adequate storage is not provided to accommodate the forecast 95th percentile queues for the exclusive eastbound right-turn lane at the intersection of Temescal Canyon Road at I-15 SB Ramps under Year 2045 With Commercial Project traffic conditions. Therefore, it is recommended that the design of the future exclusive dual eastbound left-turn lanes include a minimum storage of 500 feet per lane to accommodate the forecast deficiencies.

Site Access and Internal Circulation Evaluation

- The proposed project driveways are forecast to operate at acceptable LOS D or better during the AM and PM peak hours for all scenarios.

- The on-site circulation layout of the proposed Project on an overall basis is adequate. Curb return radii appear adequate for passenger cars, service/delivery trucks, and trash trucks. Based on our review of the site plan, the overall layout does not create significant vehicle-pedestrian conflict points such that access for the Project is impacted by internal vehicle queuing/stacking. Project traffic is not anticipated to cause significant internal queuing/stacking at the Project driveways. The on-site circulation is acceptable based on our review of the proposed site plan. The alignment and spacing of the Project driveways are also deemed adequate. As such, motorists entering and exiting the Project site from the driveways will be able to do so comfortably, safely, and without undue congestion.

- Adequate storage is proposed at the intersection of Temescal Canyon Road at Street A to accommodate the forecast 95th percentile queues for all future traffic conditions.

Multimodal Circulation

- The on-site circulation layout of the proposed Project, with the addition of Project-specific improvements, as well as future improvements proposed, all the adjacent roadways on an overall basis are adequate for pedestrians, bicycles, and public transit users.

- The Project will construct the sidewalk along the Project frontage on Temescal Canyon Road (i.e. the west side of Temescal Canyon Road) and Lawson Road (i.e. east side of Lawson Road). The Project will also construct crosswalks at the proposed signalized driveway at Street A/Temescal Canyon Road.

REVISED TRAFFIC IMPACT ANALYSIS REPORT

TEMESCAL MCP (COMMERCIAL)

Riverside County, California

July 29, 2024

(Update of June 18, 2024 Report)

1.0 INTRODUCTION

This traffic impact study addresses the potential traffic impacts and circulation needs associated with the proposed Temescal MCP (Commercial) Project, which consists of a Commercial Project consisting of a 188,000 SF manufacturing building, a 2,500 SF coffee shop with a drive-through, a 2,900 SF fast causal restaurant, and a 5,000 SF fast-food restaurant with drive-through window. The Project site is located at 23835 Temescal Canyon Road along the west side of temescal Road between the I-15 Southbound Ramps and Lawson Road in Riverside County, California.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential traffic impacts associated with the proposed Temescal MCP (Commercial) (hereinafter referred to as Project).

1.1 Scope of Work

The traffic analysis evaluates the existing operating conditions at seven (7) key study intersections and three (3) key study roadway segments within the project vicinity, estimates the trip generation potential of the proposed Project, superimposes the project-related traffic volumes on the circulation system as it currently exists, and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvement measures are identified.

This traffic report satisfies the traffic impact requirements of Riverside County. The Scope of Work for this traffic study was developed in conjunction with County of Riverside Transportation Department staff.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour and daily traffic information has been collected at the key study locations on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at Riverside County. Based on our research, there are twenty-four (24) cumulative projects in Riverside County and these twenty-four (24) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future AM peak hour and PM peak hour traffic conditions for a near-term (Year 2026 and Year 2028) traffic setting upon completion of the proposed Commercial Project and Commercial and Residential Project, respectively. Peak hour traffic forecasts for the Year 2026 and Year 2028 horizon years have been projected by increasing existing traffic volumes by an annual growth rate of two percent (2.0%) per year and adding traffic volumes

generated by twenty-four (24) cumulative projects. Peak hour forecasts for the long-term (Year 2045) traffic conditions have been projected based on the Riverside County Model (RIVCOM). It should be noted that the future year model includes the additional Temescal Canyon Road alignment on the east side of the I-15 Freeway.

The work program for this traffic study was developed in conjunction with Riverside County staff. ***Appendix A*** contains a copy of the approved Riverside County Traffic Impact Study Scoping Agreement.

1.2 Study Area

1.2.1 *Intersections*

The seven (7) key study intersections selected for evaluation were determined based on the approved Traffic Study Scope of Work and discussions with County of Riverside Transportation Department staff. The key study intersections listed below provide both local and regional access to the study area and define the extent of the boundaries for this traffic impact investigation. The eight (8) proposed Project access locations are also listed.

Key Study Intersections:

1. Temescal Canyon Road at I-15 NB Ramps
2. Temescal Canyon Road at I-15 SB Ramps
3. Trilogy Parkway/Knabe Road at Hunt Road
4. Temescal Canyon Road at Lawson Road
5. Temescal Canyon Road at Trilogy Parkway
6. Maitri Road at Temescal Canyon Road
7. Campbell Ranch Road at Temescal Canyon Road

Project Access Locations:

A. Temescal Canyon Road at Street A
B. Temescal Canyon Road at Project Driveway No. 1
C. Project Driveway No. 2 at Street A
D. Project Driveway No. 3 at Street A
E. Project Driveway No. 4 at Street A
F. Street B at Street A
G. Lawson Road at Street A

1.2.2 *Roadway Segments*

The three (3) key study roadway segments selected for evaluation were determined based on the approved Traffic Study Scope of Work and discussions with County of Riverside Transportation Department staff. The key study roadway segments listed below provide both local and regional access to the study area and defines the extent of the boundaries for this traffic impact investigation.

Key Study Roadway Segments:

A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway

B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the project and depicts the study locations and surrounding street system. The Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service.

Included in this Traffic Impact Analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative projects traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions,
- AM and PM peak hour capacity analyses for existing with ambient growth to the Year 2026 with Commercial Project traffic conditions,
- AM and PM peak hour capacity analyses for existing with ambient growth to the Year 2028 with Commercial Project and FGPA Residential Project traffic conditions,
- AM and PM peak hour capacity analyses for existing with ambient growth to the Year 2028 with Commercial Project with cumulative projects traffic conditions (i.e., cumulative traffic conditions),
- AM and PM peak hour capacity analyses for Year 2045 Without and With Commercial Project traffic conditions,
- Traffic Signal Warrant Analysis,
- Area-Wide Traffic Improvements,
- Project Fair Share Analysis,
- State of California (Caltrans) Analysis,
- Site Access and Internal Circulation Evaluation, and
- Multimodal Circulation.

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: OPEN STREETS

KEY

(#) = STUDY INTERSECTION

[#] = STUDY ROADWAY SEGMENT

= PROJECT SITE

FIGURE 1–1

VICINITY MAP

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY

2.0 PROJECT DESCRIPTION AND LOCATION

Project site is located at 23835 Temescal Canyon Road along the west side of Temescal Road between the I-15 Southbound Ramps and Lawson Road in Riverside County, California. ***Figure 2-1*** presents an aerial depiction of the existing site. As presented in *Figure 2-1*, the Project site is currently a combination of vacant area and the existing Mission Clay Products facility.

Figure 2-2 presents the site plans for the proposed Commercial Project, prepared by Architects Orange. Review of the proposed site plan indicates that the Commercial Project consists of a 188,000 SF manufacturing building, a 2,500 SF coffee shop with a drive-through, a 2,900 SF fast causal restaurant, and a 5,000 SF fast-food restaurant with drive-through window. The proposed Commercial Project is expected to be completed and fully occupied by the Year 2026.

2.1 Site Access

As shown in *Figure 2-2*, access to the proposed Commercial Project will be provided via three (3) driveways and private Street B along the north side of proposed public Street A to be aligned directly across from the second existing Tom's Farms driveway along Temescal Canyon Road, which will be signalized in conjunction with the proposed Commercial Project. In addition, one (1) stop controlled driveway will be provided along Temescal Canyon Road (i.e. Project Driveway 1) for the retail component of the Commercial Project.

Upon completion of Street A, which will be extended westerly from Street B to Lawson Avenue in conjunction with the FGPA Residential Project, additional access to the proposed Commercial Project will be provided via one (1) full access stop-controlled driveway located along Lawson Road (i.e. Lawson Road at Street A).

2.1.1 *Project -Specific Access Improvements*

The following project-specific improvements are to be constructed by the proposed Commercial Project along Temescal Canyon Road. Street A will be constructed between Street B and Temescal Canyon as an Industrial Collector, with two travel lanes and a two-way-left-turn lane, and Street B will be constructed as a collector with two travel lanes and a two-way-left-turn lane in conjunction with the Commercial Project.

- A. Temescal Canyon Road at Street A: Construct the west leg of the intersection and provide an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, an exclusive eastbound right-turn lane, and one inbound lane. Restripe the south leg of the intersection to provide an exclusive northbound left-turn lane. Restripe the north leg of the intersection to convert the existing two-way left-turn lane to an exclusive southbound left-turn lane and to provide an exclusive southbound right-turn lane. Restripe the east leg to provide a shared westbound left-turn/through/right-turn lane. Install a traffic signal and design for six-phase operation with east-west split phasing. Stripe crosswalks on all four legs.

- B. Temescal Canyon Road at Project Driveway No. 1: Construct the west leg of the intersection and provide an exclusive eastbound left-turn lane, an exclusive eastbound right-turn lane, and one inbound lane. Stripe a crosswalk on the west leg. Install a stop control on the west leg of the intersection.

2.1.2 *Planned Improvements*

The following planned improvements will be constructed by the FGPA Residential Project upon completion of proposed Street A between Lawson Road and Street B as a Collector with two travel lanes and a two-way-left-turn lane in Year 2028.

- G. Lawson Road at Street A: Construct the east leg and provide a shared westbound left-turn/right-turn lane and one inbound lane. Stripe a crosswalk on the east leg. Install a stop control on the east leg of the intersection.

SOURCE: GOOGLE

KEY

= PROJECT SITE

NO SCALE

FIGURE 2-1

EXISTING SITE AERIAL

TEMESCAL MCP (COMMERCIAL), CORONA

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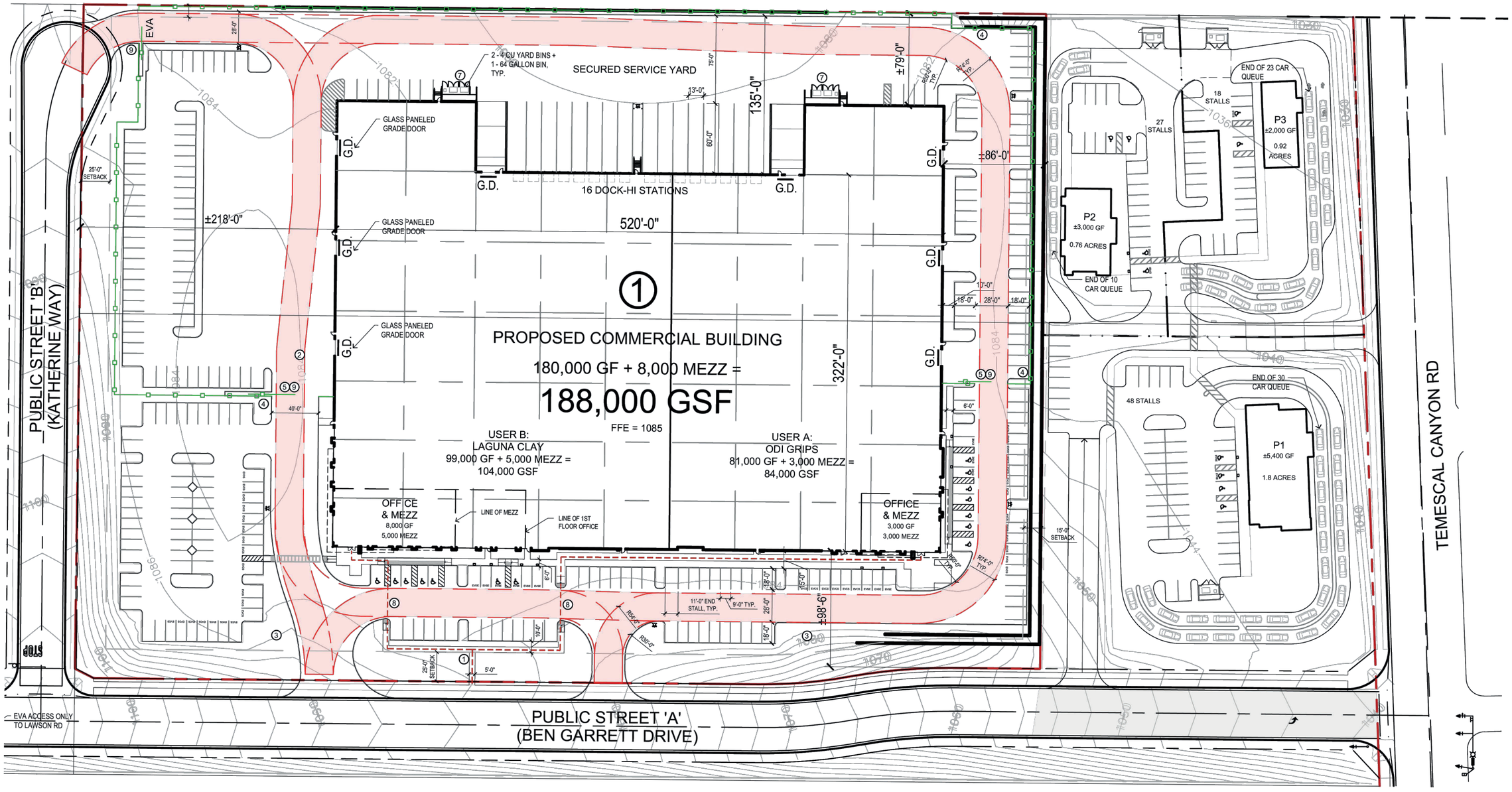

SOURCE: ARCHITECTS ORANGE

NO SCALE

FIGURE 2–2

PROPOSED SITE PLAN

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY

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3.0 EXISTING CONDITIONS

3.1 Existing Street Network

Regional access to the project site is provided via the I-15 Freeway. Temescal Canyon Road, Lawson Road and Knabe Road/Trilogy Parkway provide local access to the project site. The following discussion provides a brief synopsis of these key streets. The descriptions are based on an inventory of existing roadway conditions.

Temescal Canyon Road is a four-lane, divided roadway between Dawson Canyon Road and the I-15 southbound on-ramp, a three-lane, divided roadway between the I-15 southbound on-ramp and Lawson Road, a two-lane, divided roadway between Lawson Road and Maitri Road, a three-lane, divided roadway between Maitri Road and Campbell Ranch Road and a two-lane, divided roadway east of Campbell Ranch Road. Temescal Canyon Road is oriented in the north-south direction west of Maitri Road and in the east-west direction east of Maitri Road, located east of the Project site. On-street parking is not permitted on either side of the roadway within the vicinity of the Project. The posted speed limit on Temescal Canyon Road is 40 miles per hour (mph) south of the I-15 Freeway and 45 mph north of the I-15 Freeway. A traffic signal controls the key study intersection of Temescal Canyon Road at I-15 NB Ramps, I-15 SB Ramps, Trilogy Parkway, and Campbell Ranch Road. The key study intersections of Temescal Canyon Road at Lawson Road and Maitri Road are stop-controlled.

Lawson Road is a two-lane, divided roadway, oriented in an east-west direction. Lawson Road is located south of the Project site. On-street parking is not permitted on either side of the roadway within the vicinity of the Project. The key study intersection of Lawson Road at Temescal Canyon Road is stop-controlled.

Knabe Road/Trilogy Parkway is a four-lane, divided roadway north of Hunt Road and a two-lane, divided roadway between Hunt Road and Temescal Canyon Road. Knabe Road/Trilogy Parkway is oriented in the north-south and east-west direction. On-street parking is not permitted on either side of the roadway within the vicinity of the Project. The posted speed limit on Knabe Road/Trilogy Parkway is 45 mph. A traffic signal controls the key study intersection of Trilogy Parkway at Temescal Canyon Road. The key study intersection of Knabe Road/Trilogy Parkway at Hunt Road is stop-controlled.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. The number of travel lanes and intersection controls for the key area intersections are identified. ***Figure 3-2*** shows the current Riverside County's Temescal Canyon Area Plan Circulation.

3.2 Existing Public Transit

The Riverside Transit Agency (RTA) operates within the study area. A description of the transit services within the Project vicinity is described below:

City Route 206:

- Route 206 provides service between Temecula, Murrieta, Lake Elsinore, and Corona Transit Center, via Corona Transit Center, Dos Lagos, Tom's Farms, Lake Elsinore Outlet Center Park-And-Ride, Jefferson & Kalmia, and Promenade Mall.
- During the weekday AM peak hour, Route 206 has an approximate headway of 30 minutes at select stops. During the weekday PM peak hour, Route 206 has an approximate headway of 70 minutes at select stops.

The current bus stop nearest to the Project site is located at Tom's Farms.

3.3 Pedestrian Facilities

Pedestrian connection to the surrounding residential, commercial, as well as nearby public transit stops, is currently provided via existing sidewalks on the east side of Temescal Canyon Road.

The Project will construct the sidewalk along the Project frontage on Temescal Canyon Road (i.e. the west side of Temescal Canyon Road) and Lawson Road (i.e. the east side of Lawson Road). Also, the Project will construct sidewalks along the internal project streets. The Project will also construct crosswalks at the proposed signalized driveway at Temescal Canyon Road at Street A.

3.4 Existing Traffic Volumes

The seven (7) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through these intersections and their analysis will reveal the expected relative impacts of the project. These key study intersections were selected for evaluation based on discussions with County of Riverside staff.

Existing AM and PM peak hour traffic volumes for the seven (7) key study intersections and the three (3) key study roadway segments evaluated in this report were obtained from manual peak hour turning movement counts conducted by *Counts Unlimited, Inc.* in February 2024. ***Figures 3-3*** and ***3-4*** illustrate the existing AM and PM peak hour traffic volumes at the seven (7) key study intersections evaluated in this report, respectively. *Figure 3-4* also shows the existing daily volume at the three (3) key study roadway segments. The traffic volumes illustrated in *Figures 3-2* and *3-3* are comprised of passenger vehicles, large 2-axle trucks, 3-axle trucks and 4+-axle trucks. The truck traffic turning movements were converted to passenger car equivalents (P.C.E.'s) using approved factors. P.C.E. factors of 1.5, 2.0 and 3.0 were utilized for large 2-axle trucks, 3-axle trucks and 4+-axle trucks, respectively. ***Appendix B*** contains the detailed peak hour count sheets for the key intersections evaluated and daily count sheet for the roadway segment in this report.

3.5 Level of Service (LOS) Analysis Methodologies

In conformance with County of Riverside requirements, existing AM and PM peak hour operating conditions for the signalized and unsignalized intersections and unsignalized driveways were evaluated using the *Highway Capacity Manual 7* (HCM 7) methodology.

Per the Riverside County traffic impact analysis guidelines, the existing peak hour factor has been utilized for the Existing analysis scenario. In addition, the existing peak hour factor has also been utilized for the Existing With Ambient Growth With Commercial Project analysis scenarios. The maximum of the existing peak hour factor or 0.90 was utilized for the Existing With Ambient Growth With Commercial Project With Cumulative Projects and the Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project analysis scenarios. The maximum of the existing peak hour factor or 0.95 was utilized for the Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects analysis scenario. Per the Riverside County traffic impact analysis guidelines, a peak hour factor of 1.00 was utilized for the Year 2045 Without Project and Year 2045 With Commercial Project analysis scenarios.

3.5.1 *Highway Capacity Manual 7 (HCM 7) Method of Analysis (Signalized Intersections)*

AM peak hour and PM peak hour operating conditions for the key study intersections were evaluated using the HCM operations method of analysis. Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in ***Table 3-1***.

3.5.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections is shown in ***Table 3-2***.

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other

approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections is shown in *Table 3-2*.

3.5.3 *Volume to Capacity (V/C) Ratio Method of Analysis (Roadway Segments)*

In conformance with Riverside County requirements, daily operating conditions for the key study roadway segments have been investigated according to the Volume to Capacity (V/C) ratio of each roadway segment. The V/C relationship is used to estimate the LOS of the roadway segment with the volume based on the 24-hour traffic volumes and the capacity based on the County's classification of each roadway. The six qualitative categories of Level of Service have been defined along with the corresponding Volume to Capacity (V/C) value range and are shown in ***Table 3-3***.

Although the arterial segment V/C analysis provides a general assessment of overall system performance, the performance is measured on the ability to serve peak hour traffic demands. To identify deficient arterial segments, the segments that are identified as deficient under daily conditions are evaluated under peak hour conditions to evaluate the capability of serving forecast peak hour throughput.

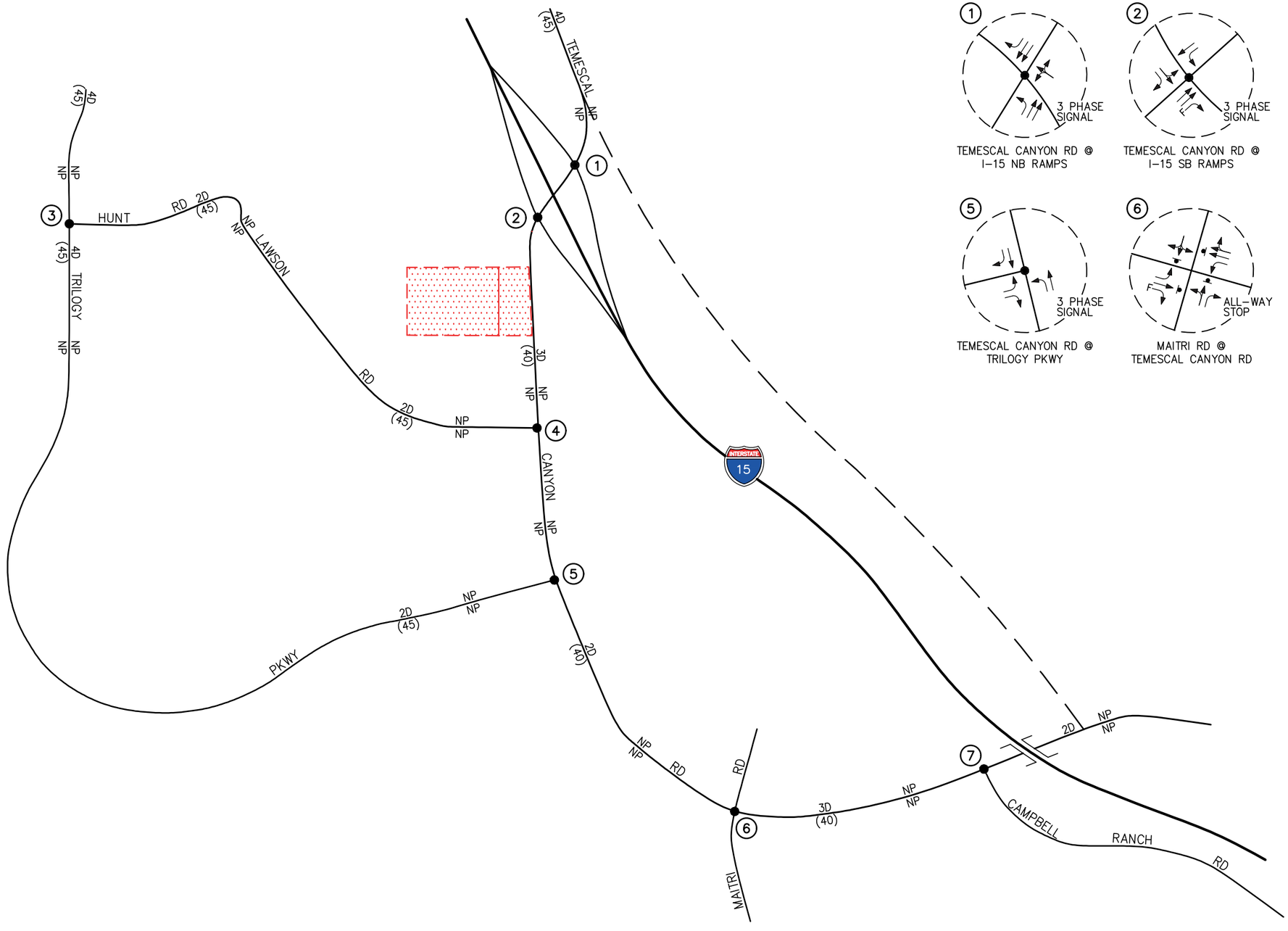
The roadway segments' daily capacities of each street classification according to the *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled,* dated *December 2020,* are presented in ***Table 3-4***.

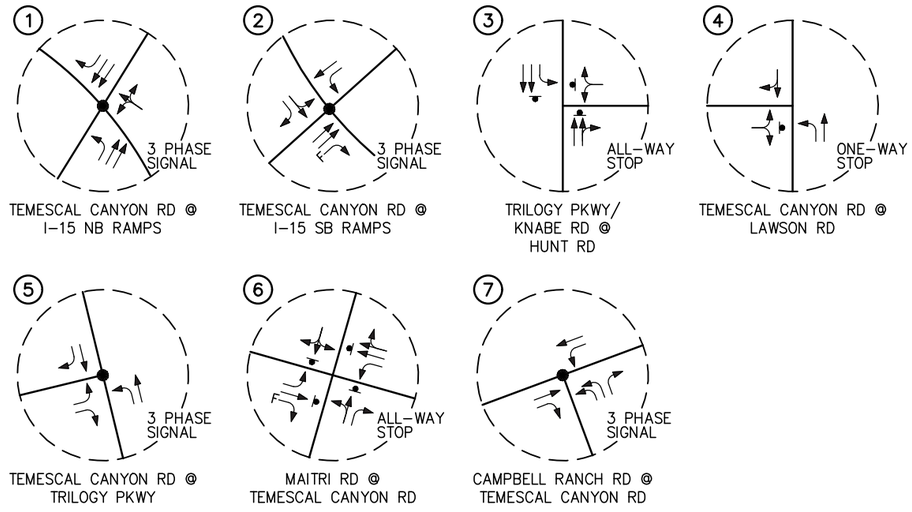
3.6 Impact Criteria and Thresholds

According to the Riverside County General Plan, *Section C 2.1*, the following countywide target Levels of Service shall be maintained:

- LOS "C" shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/ Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS "D" shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS "E" may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Based on the above-mentioned level of service and impact criteria, LOS "D" is the minimum acceptable LOS at the key study intersections.





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N NO SCALE

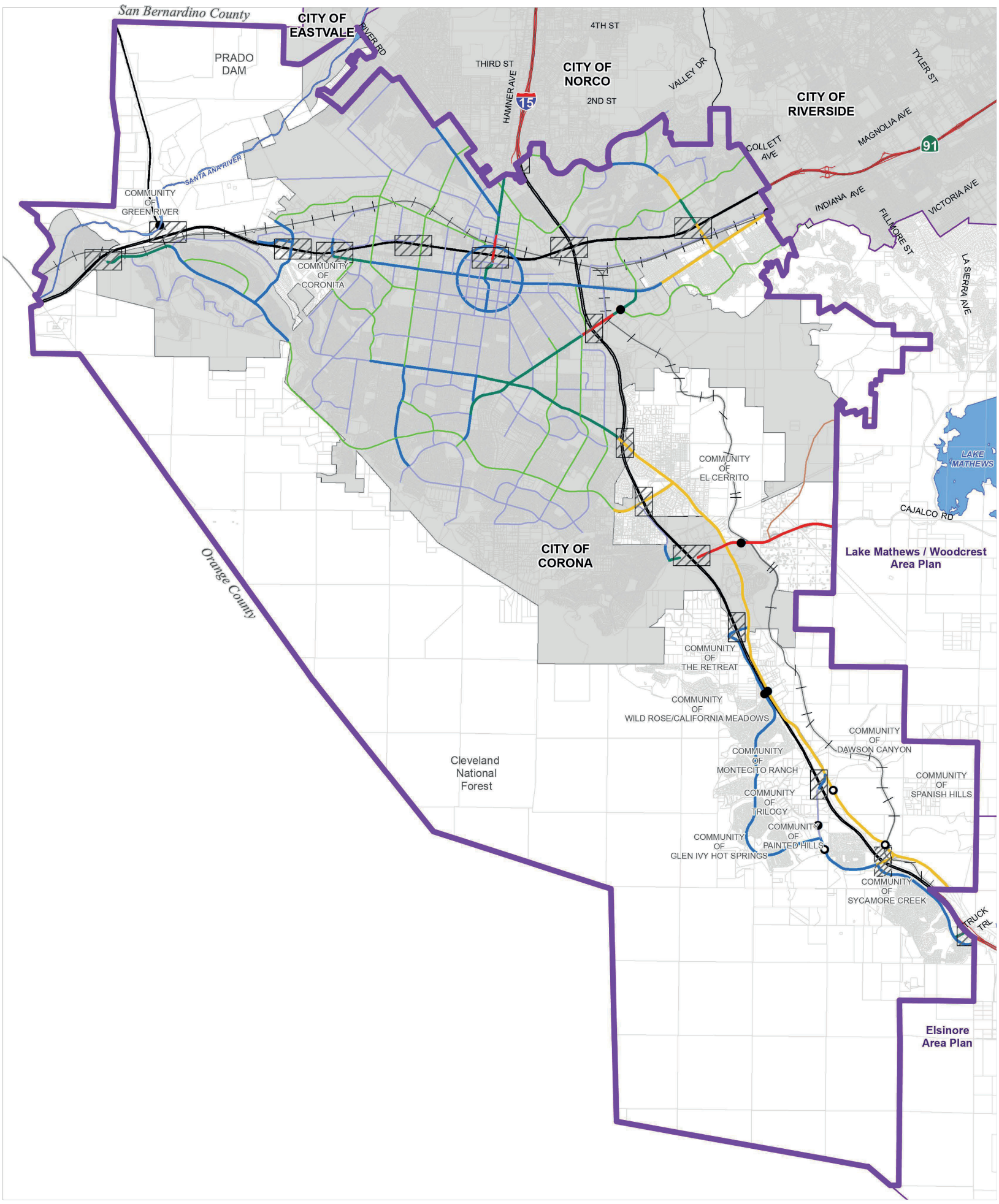
KEY

- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL, ▼ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX)= POSTED SPEED LIMIT (MPH)
- F = FREE-RIGHT
- ▭ = PROJECT SITE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY



Data Source: Riverside County Transportation

- Freeway (Variable ROW)
- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Mountain Arterial 2 Ln (110' ROW)
- Collector (74' ROW)
- Existing Interchange
- Proposed Interchange
- Existing Bridge
- Proposed Bridge
- Railroads Amended
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

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SOURCE: TEMESCAL CANYON AREA PLAN

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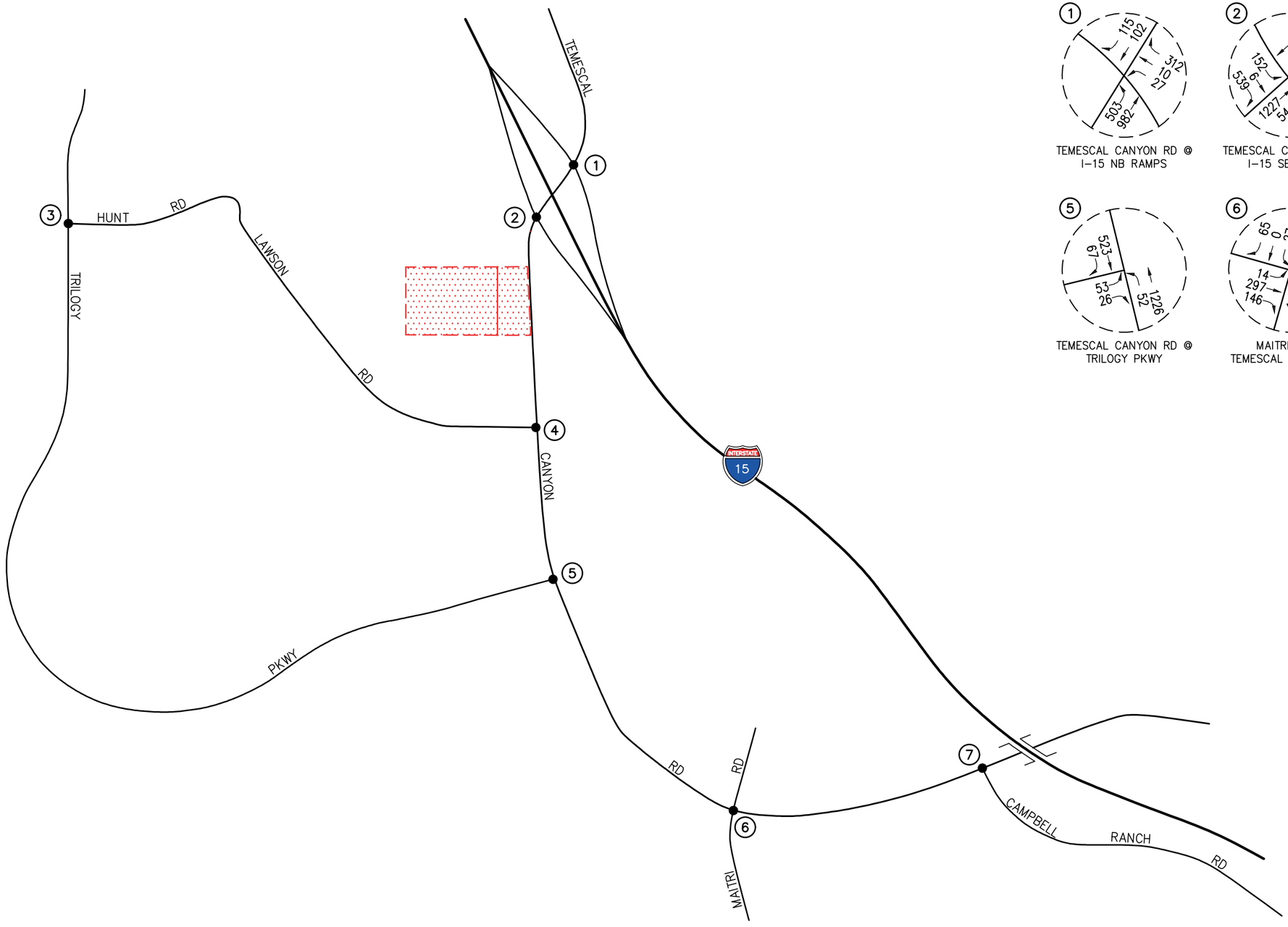
N NO SCALE

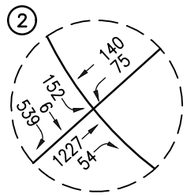
FIGURE 3-2

TEMESCAL CANYON AREA PLAN CIRCULATION

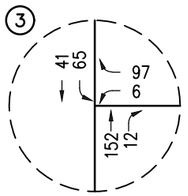
TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY



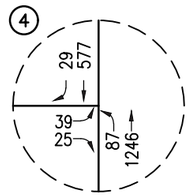
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

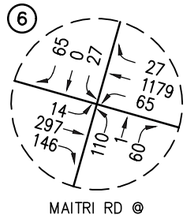


TRILOGY PKWY/
KNABE RD @
HUNT RD

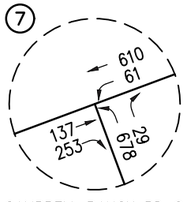


TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD



CAMPBELL RANCH RD @
TEMESCAL CANYON RD

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N NO SCALE

KEY

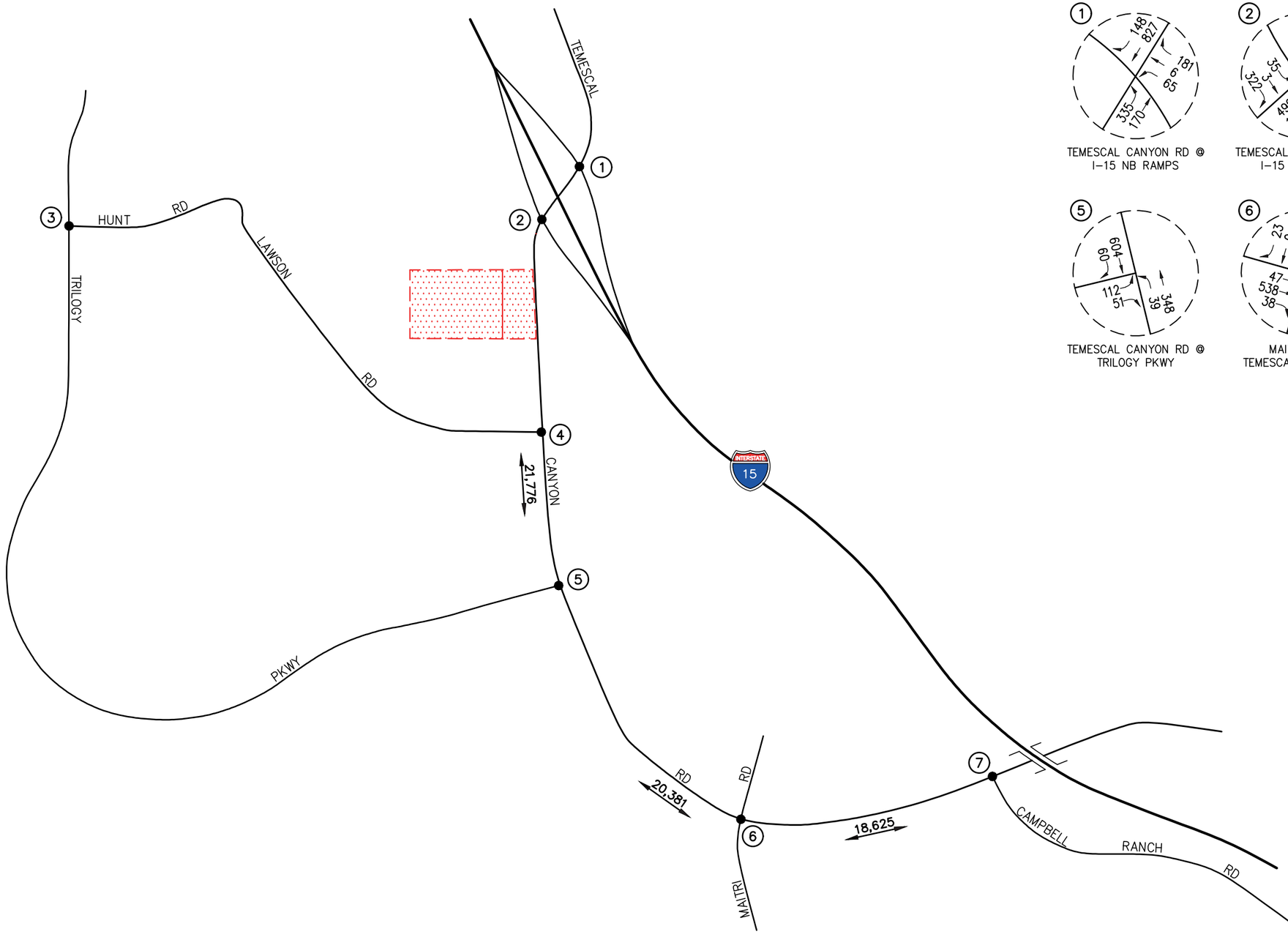
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 3-3

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

TEMESCAL MCP (COMMERCIAL), CORONA



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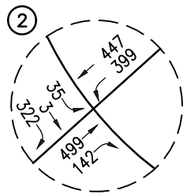
I-15 NB RAMPS



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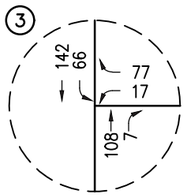
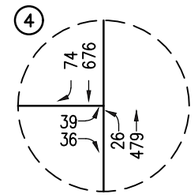
I-15 SB RAMPS

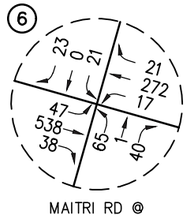


TRILOGY PKWY/
KNABE RD @
HUNT RD

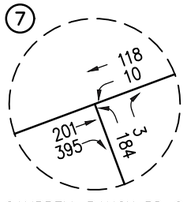


TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD



CAMPBELL RANCH RD @
TEMESCAL CANYON RD

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N NO SCALE

KEY

(#) = STUDY INTERSECTION

XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

FIGURE 3-4

EXISTING PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

TEMESCAL MCP (COMMERCIAL), CORONA

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 7 METHODOLOGY)[7]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	This level of service 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.
B	> 10.0 and ≤ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	≥ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

[7] Source: *Highway Capacity Manual 7*, Chapter 19: Signalized Intersections.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 7 METHODOLOGY)[8,9]

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[8] Source: *Highway Capacity Manual 7*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[9] Source: *Highway Capacity Manual 7*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

TABLE 3-3

LEVEL OF SERVICE CRITERIA FOR ROADWAY SEGMENTS (V/C METHODOLOGY)[10]

Level of Service (LOS)	Volume to Capacity Ratio (V/C)	Level of Service Description
A	≤ 0.600	**EXCELLENT**. Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	0.601 – 0.700	**VERY GOOD**. Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	0.701 – 0.800	**GOOD**. Represents stable conditions; however, ability to maneuver and change lanes in mid-block location may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. Motorists will experience appreciable tension while driving.
D	0.801 – 0.900	**FAIR**. Borders on a range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40% of free flow speed.
E	0.901 – 1.000	**POOR**. Characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
F	> 1.000	**FAILURE**. Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with resultant high approach delays. Adverse progression is frequently a contributor to this condition.

[10] Source: *Transportation Research Board 2000.*

TABLE 3-4

DAILY ROADWAY SEGMENT CAPACITIES[11]

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT) Level of Service		
		C	D	E
Collector	2-Lanes	10,400	11,700	13,000
Secondary/Collector	3-Lanes	--	--	19,450[12]
Secondary	4-lanes	20,700	23,300	25,900
Major	4-lanes	27,300	30,700	34,100
Arterial	2-Lanes	14,400	16,200	18,000
Arterial	4-lanes	28,700	32,300	35,900

[11] Source: *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled,* dated *December 2020.*

[12] Secondary/Collector three-lane roadway averaged between Secondary and Collector capacities.

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. If necessary, the need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project. As shown, the trip generation potential of the proposed Project was estimated using ITE Land Use 140: Manufacturing, ITE Land Use 221: Multifamily Housing (Mid-Rise), ITE Land Use 930: Fast Casual Restaurant, ITE Land Use 934: Fast Food Restaurant with Drive-Through Window, and ITE Land Use 937: Coffee/Donut Shop with Drive-Through Window trip rates. Consistent with standard traffic engineering practice, passenger car equivalent (PCE) factors have been utilized due to the expected heavy truck component of the Project industrial uses. A PCE factor of 1.5, 2.0, and 3.0 has been applied to large 2-axle, 3-axle, and 4+-axle trucks, respectively.

Table 5-2 presents the Commercial Project's forecast peak hour and daily traffic volumes. As shown in *Table 5-2*, the proposed Commercial Project is expected to generate 3,932 weekday net daily trips (one half arriving, one half departing), with 471 net trips (282 inbound, 189 outbound) produced in the AM peak hour and 383 net trips (163 inbound, 220 outbound) produced in the PM peak hour. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE) for the industrial component of the Commercial Project.

It should be also noted that the aforementioned overall Project trip generation includes adjustments for pass-by, to account for trips that are already in the everyday traffic stream on the adjoining streets (i.e. Temescal Canyon Road) and will stop as they pass by the Project site as a matter of convenience on their path to another destination. In addition, internal capture accounts for the trip interaction between the different land uses on site, which recognizes both trip ends of one trip within the Project (i.e. the outbound trip end from the industrial site to an inbound trip end at the restaurant site is one trip).

5.2 Project Traffic Distribution and Assignment

Figure 5-1 presents the traffic distribution pattern for the Retail component of the Project. ***Figure 5-1A*** presents the Retail pass-by distribution pattern. ***Figures 5-2*** and ***5-3*** present the traffic distribution patterns for the Industrial Employee and Industrial Trucks, respectively.

Figures 5-4 and ***5-5*** present the traffic distribution patterns for the Commercial and Industrial Employee components of the Project with the completion of Street A to Lawson Road.

Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

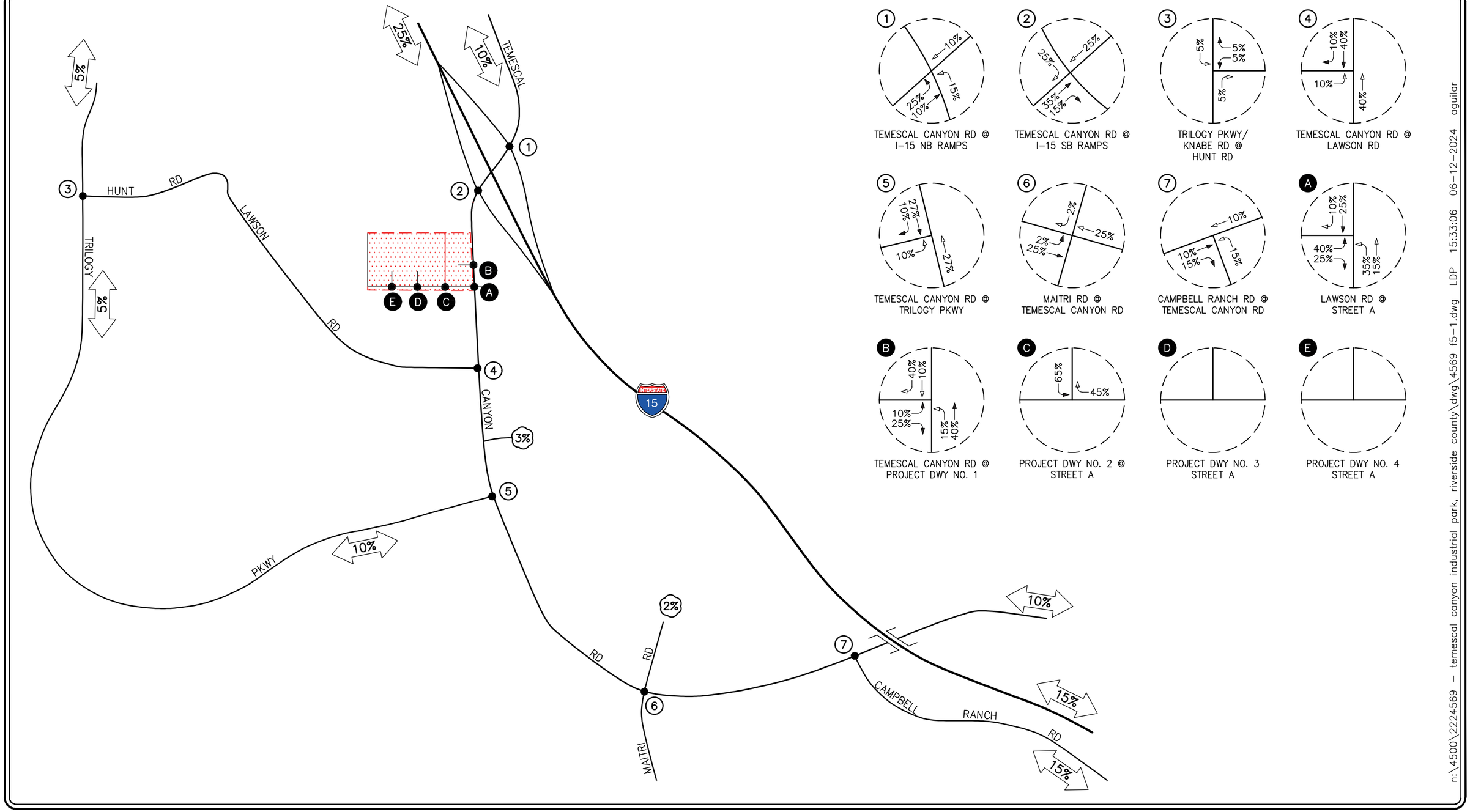
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- existing intersection traffic volumes,
- freeway access and congestion levels,
- ingress/egress availability at the project site, and
- input from County staff.

5.2.1 *Commercial Project Traffic Assignment*

The anticipated AM and PM peak hour traffic volumes associated with the proposed Commercial Project are presented in ***Figures 5-6*** and ***5-7***, respectively. *Figure 5-7* also presents the Commercial Project daily traffic volume for the three (3) key roadway segments. The traffic volume assignments presented in *Figures 5-6* and *5-7* reflect the traffic distribution characteristics shown in *Figures 5-1* through *5-3* and the traffic generation forecast presented in *Table 5-2*.

5.2.2 *Commercial Project Traffic Assignment With Lawson Road Connection*

The anticipated AM and PM peak hour traffic volumes associated with the proposed Commercial Project are presented in ***Figures 5-8*** and ***5-9***, respectively. *Figure 5-9* also presents the Commercial Project daily traffic volume for the three (3) key roadway segments. The traffic volume assignments presented in *Figures 5-8* and *5-9* reflect the traffic distribution characteristics shown in *Figures 5-3* through *5-5*.



TEMESCAL CANYON RD @
I-15 NB RAMPS

TEMESCAL CANYON RD @
I-15 SB RAMPS

TRILOGY PKWY/
KNABE RD @
HUNT RD

TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY

MAITRI RD @
TEMESCAL CANYON RD

CAMPBELL RANCH RD @
TEMESCAL CANYON RD

LAWSON RD @
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1

PROJECT DWY NO. 2 @
STREET A

PROJECT DWY NO. 3
STREET A

PROJECT DWY NO. 4
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f5-1.dwg LDP 15:33:06 06-12-2024 aguilar

LLG

N NO SCALE

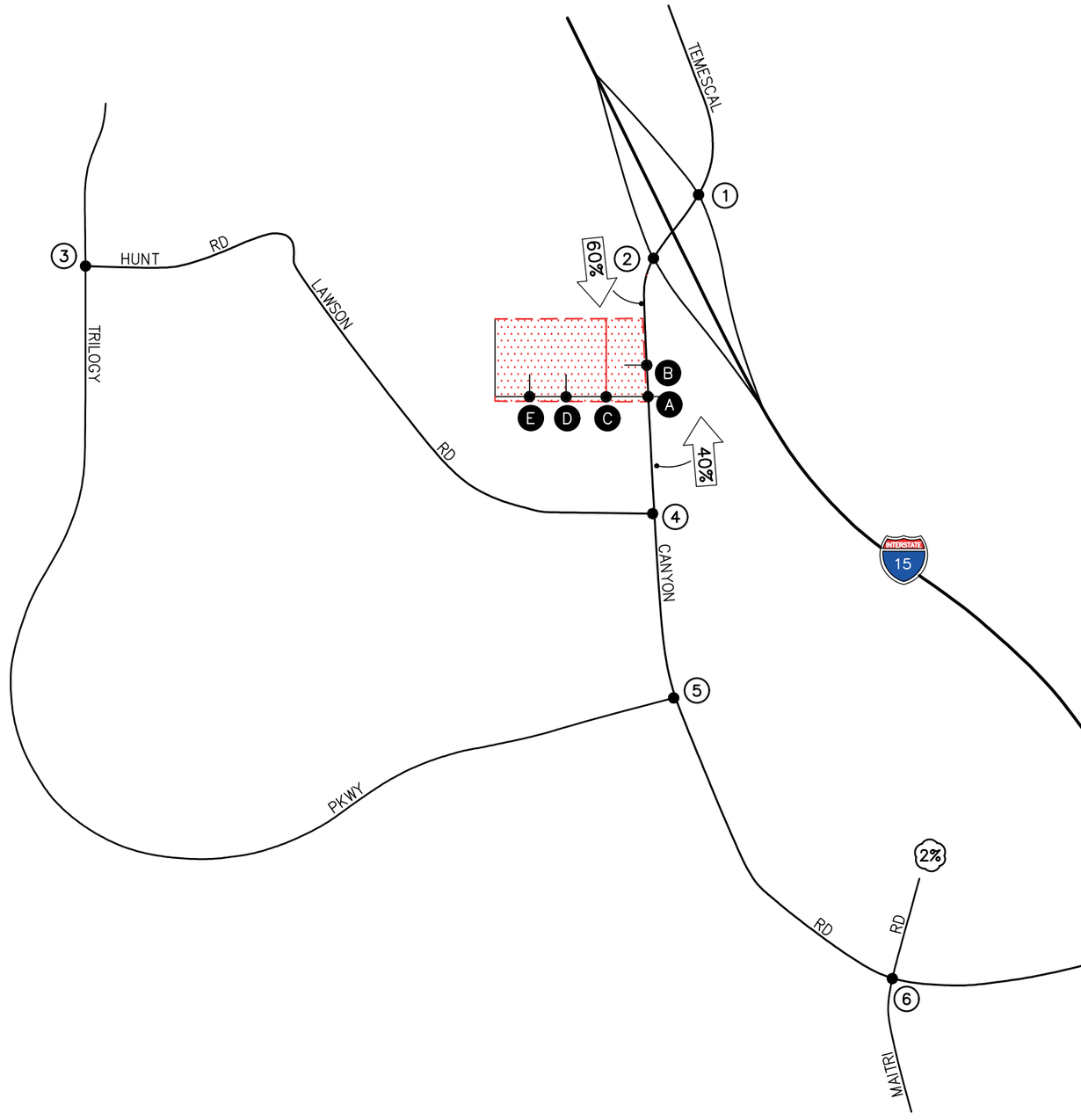
KEY

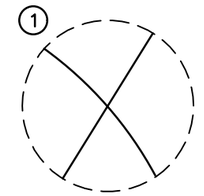
(#) = STUDY INTERSECTION
⇦ = INBOUND PERCENTAGE
⇦ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-1

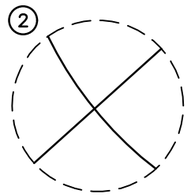
PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY

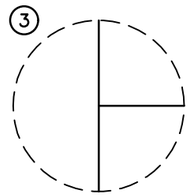




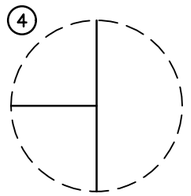
TEMESCAL CANYON RD @
I-15 NB RAMPS



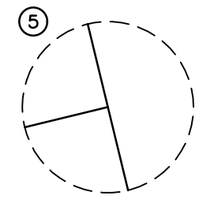
TEMESCAL CANYON RD @
I-15 SB RAMPS



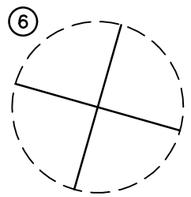
TRILOGY PKWY/
KNABE RD @
HUNT RD



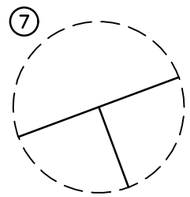
TEMESCAL CANYON RD @
LAWSON RD



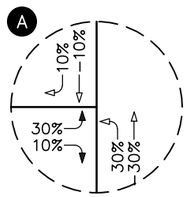
TEMESCAL CANYON RD @
TRILOGY PKWY



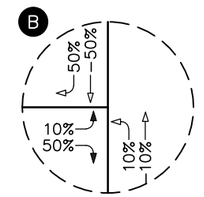
MAITRI RD @
TEMESCAL CANYON RD



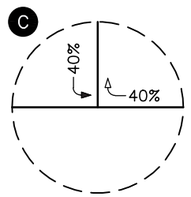
CAMPBELL RANCH RD @
TEMESCAL CANYON RD



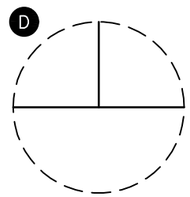
TEMESCAL CANYON RD @
STREET A



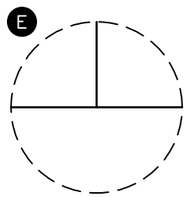
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
STREET A



PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

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LLG

N NO SCALE

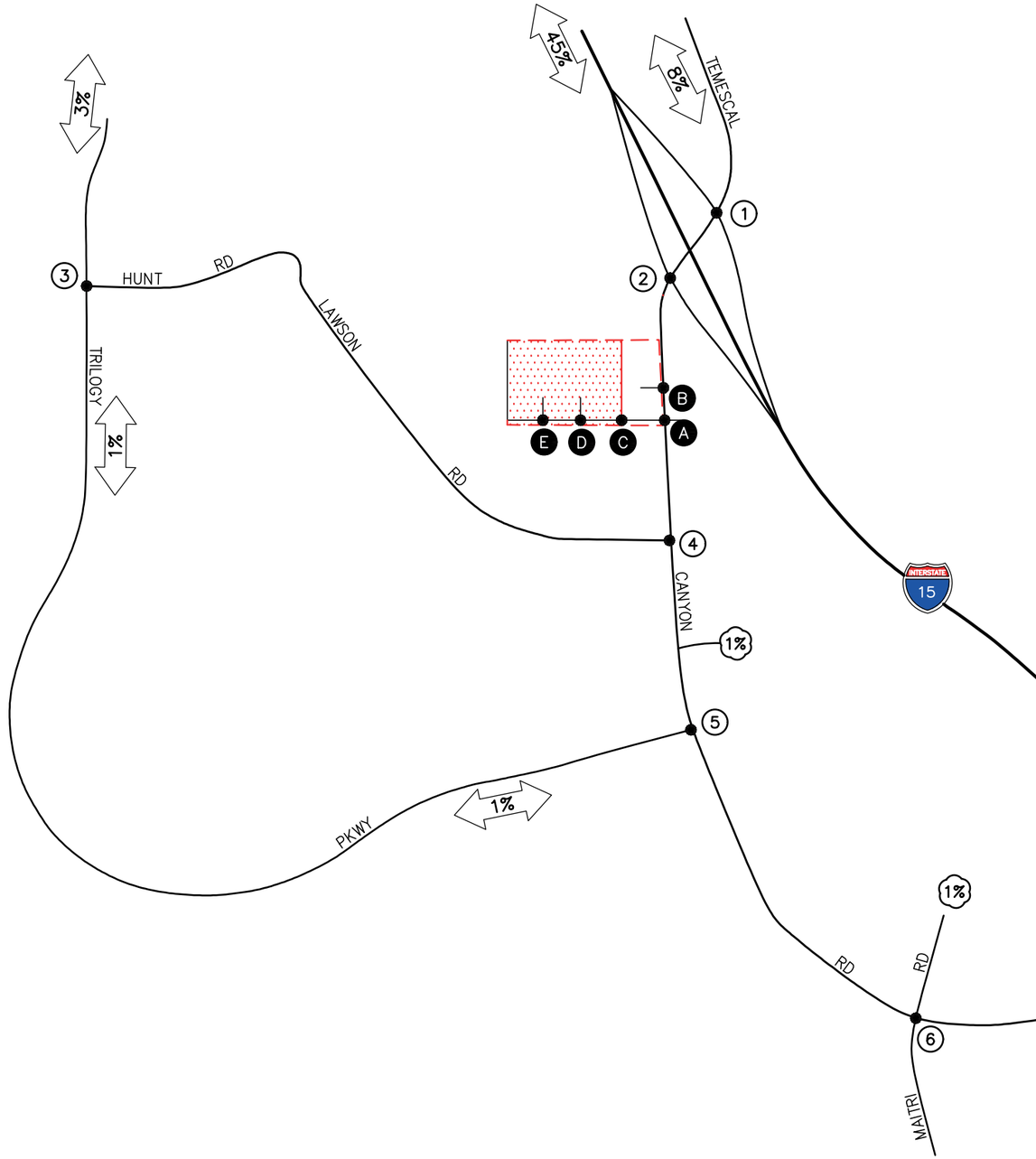
KEY

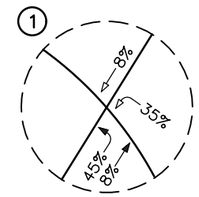
(#) = STUDY INTERSECTION
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 5-1A

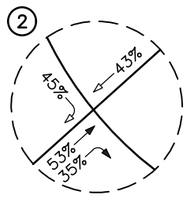
PROJECT TRAFFIC DISTRIBUTION PATTERN PASS-BY TRIPS (RETAIL)

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY

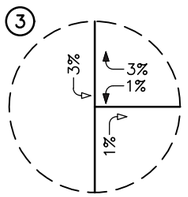




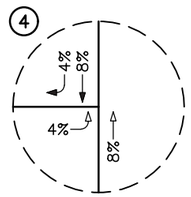
TEMESCAL CANYON RD @
I-15 NB RAMPS



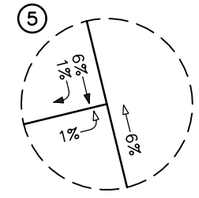
TEMESCAL CANYON RD @
I-15 SB RAMPS



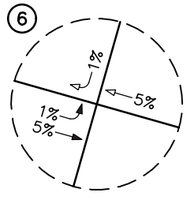
TRILOGY PKWY/
KNABE RD @
HUNT RD



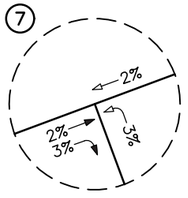
TEMESCAL CANYON RD @
LAWSON RD



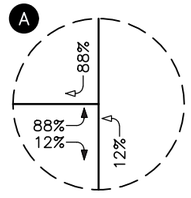
TEMESCAL CANYON RD @
TRILOGY PKWY



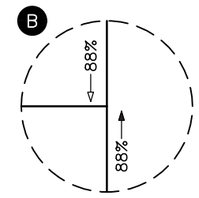
MAITRI RD @
TEMESCAL CANYON RD



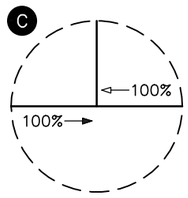
CAMPBELL RANCH RD @
TEMESCAL CANYON RD



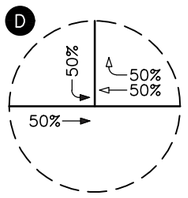
TEMESCAL CANYON RD @
STREET A



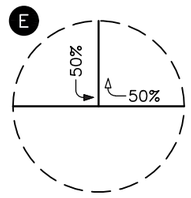
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
STREET A



PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

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LLG

N NO SCALE

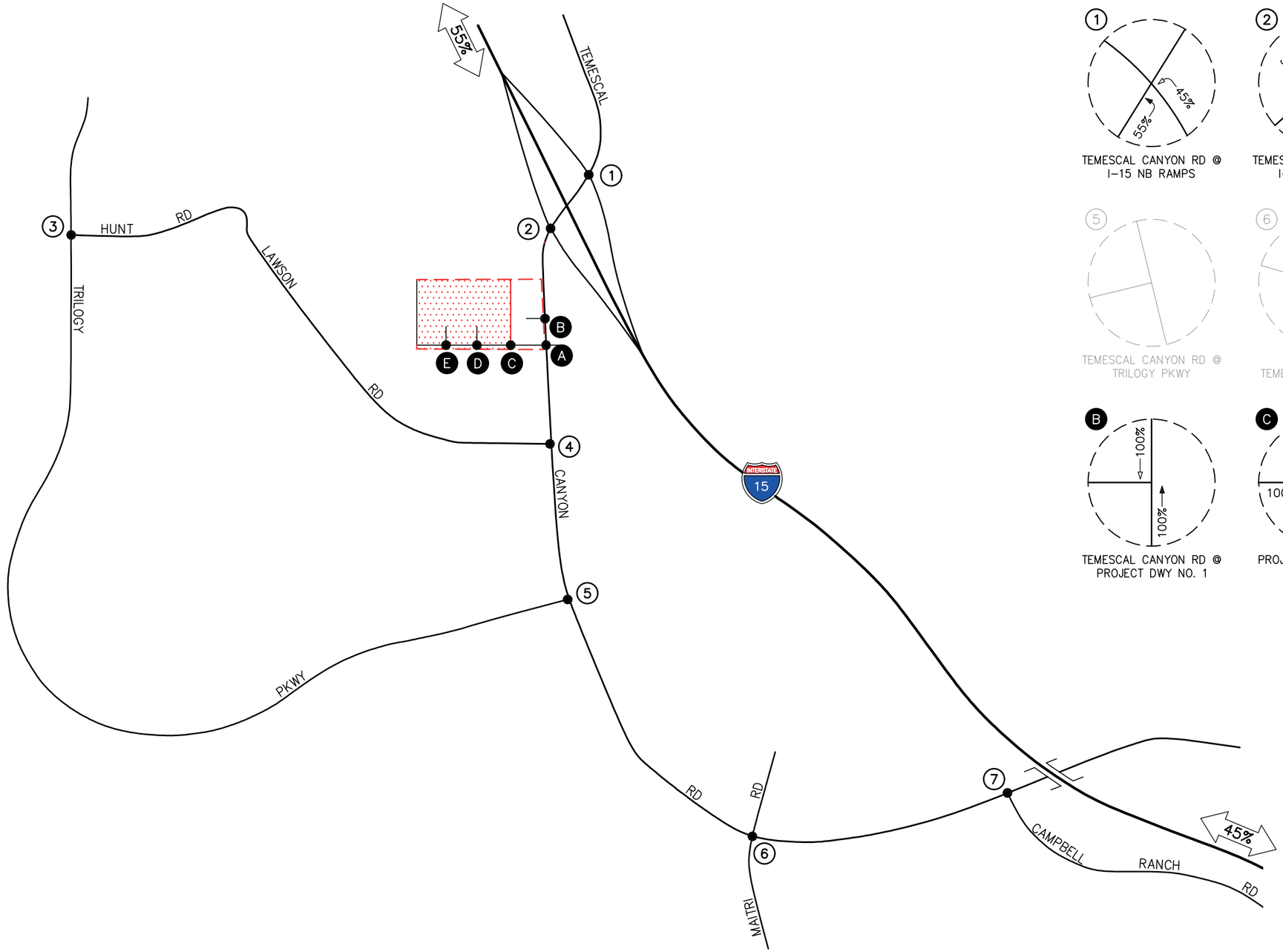
KEY

(#) = STUDY INTERSECTION
⟵ = INBOUND PERCENTAGE
⟵ = OUTBOUND PERCENTAGE
= PROJECT SITE

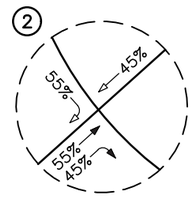
FIGURE 5-2

PROJECT TRAFFIC DISTRIBUTION PATTERN – INDUSTRIAL (EMPLOYEE)

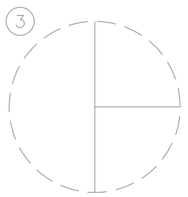
TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY



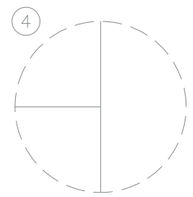
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

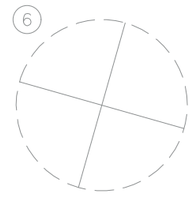


TRILOGY PKWY/
KNABE RD @
HUNT RD

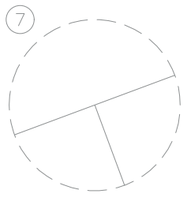


TEMESCAL CANYON RD @
LAWSON RD

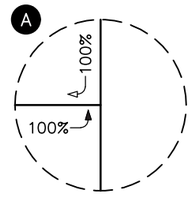
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

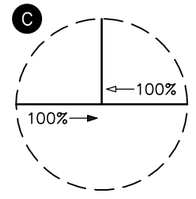


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

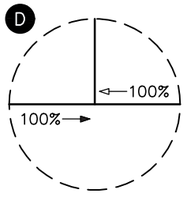


TEMESCAL CANYON RD @
STREET A

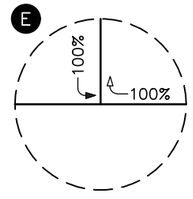
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
STREET A



PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

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LLG

N

NO SCALE

KEY

(#) = STUDY INTERSECTION

◁— = INBOUND PERCENTAGE

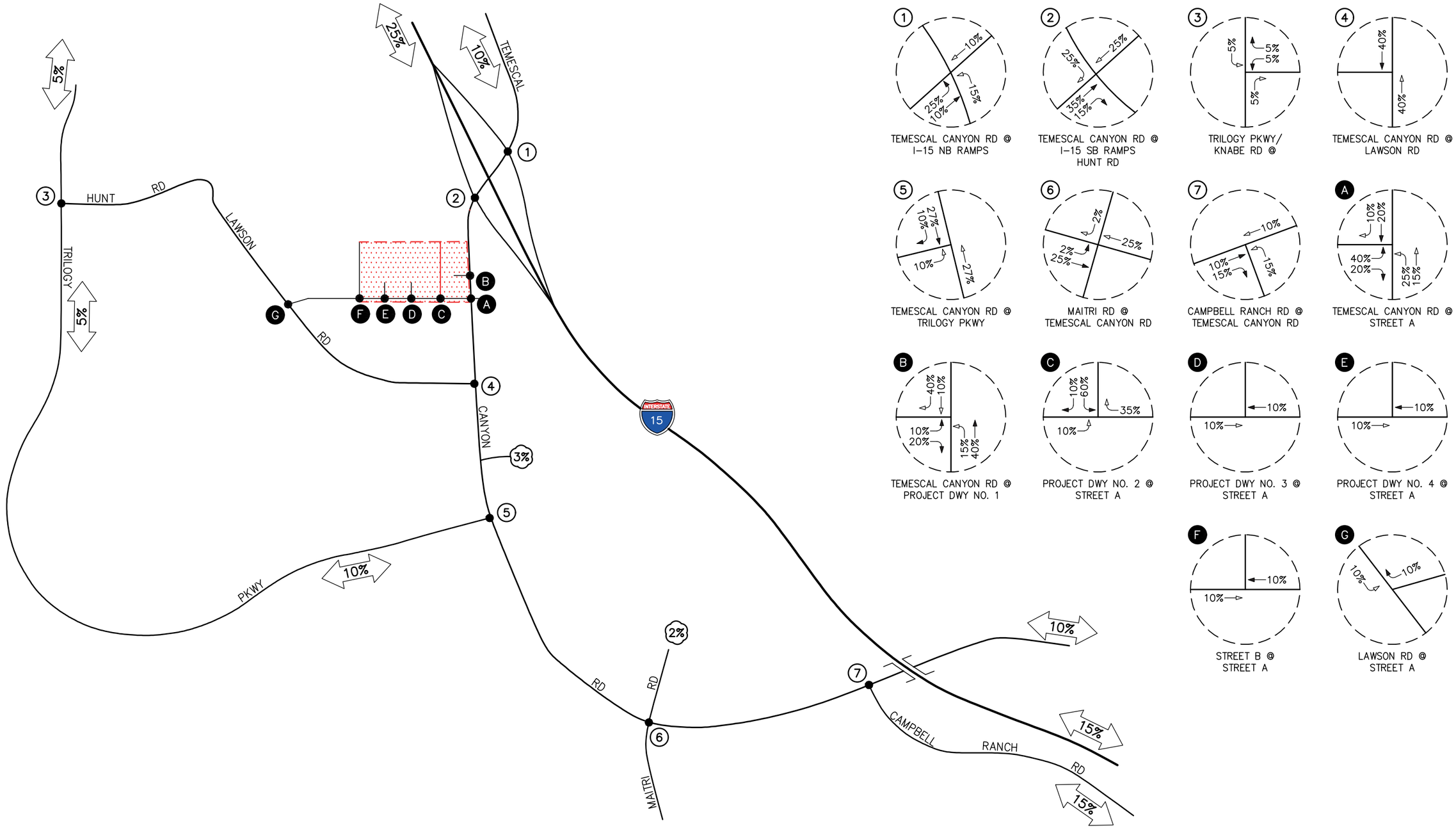
—◀ = OUTBOUND PERCENTAGE

▭ = PROJECT SITE

FIGURE 5-3

PROJECT TRAFFIC DISTRIBUTION PATTERN – INDUSTRIAL (TRUCKS)

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY



TEMESCAL CANYON RD @
I-15 NB RAMPS

TEMESCAL CANYON RD @
I-15 SB RAMPS
HUNT RD

TRILOGY PKWY/
KNABE RD @

TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY

MAITRI RD @
TEMESCAL CANYON RD

CAMPBELL RANCH RD @
TEMESCAL CANYON RD

TEMESCAL CANYON RD @
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1

PROJECT DWY NO. 2 @
STREET A

PROJECT DWY NO. 3 @
STREET A

PROJECT DWY NO. 4 @
STREET A

STREET B @
STREET A

LAWSON RD @
STREET A

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LLG

N NO SCALE

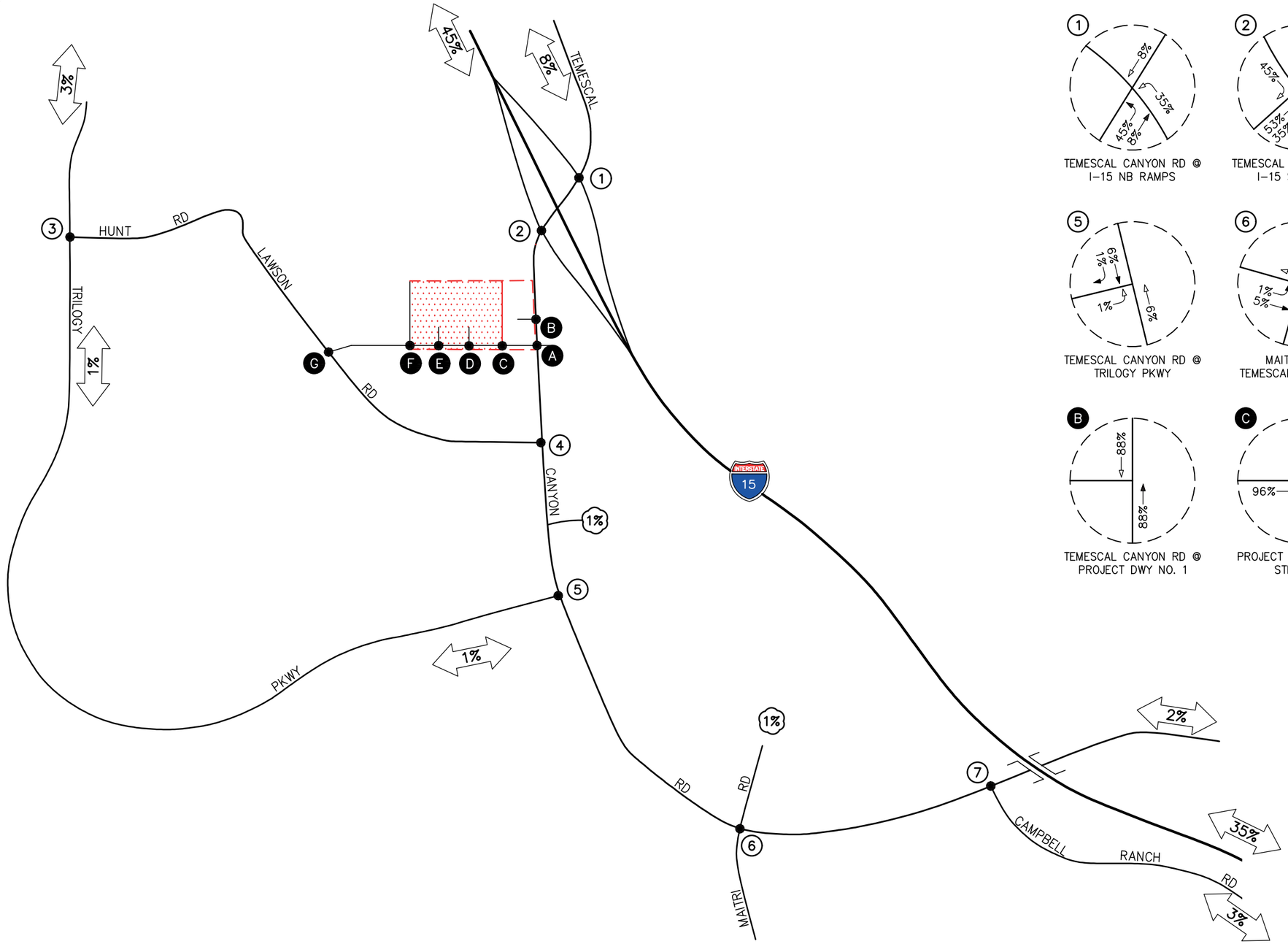
KEY

(#) = STUDY INTERSECTION
◁—— = INBOUND PERCENTAGE
——◀ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-4

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL – (LAWSON ROAD CONNECTION)

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY



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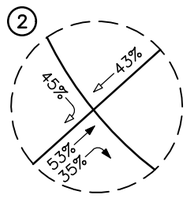
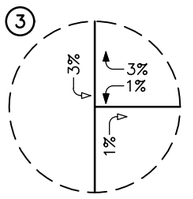
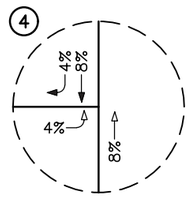
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

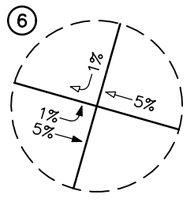


TRILOGY PKWY/
KNABE RD @
HUNT RD

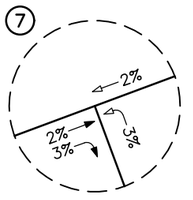


TEMESCAL CANYON RD @
LAWSON RD

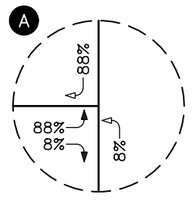
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

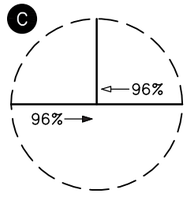


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

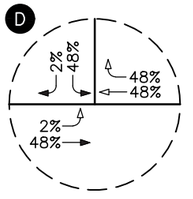


TEMESCAL CANYON RD @
STREET A

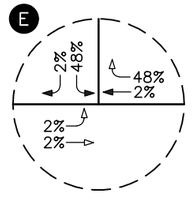
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



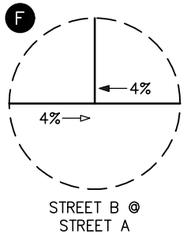
PROJECT DWY NO. 2 @
STREET A



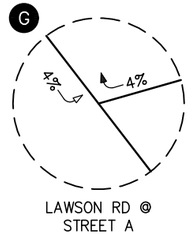
PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f5-5.dwg LDP 15:40:17 06-12-2024 aguilar

LLG

N NO SCALE

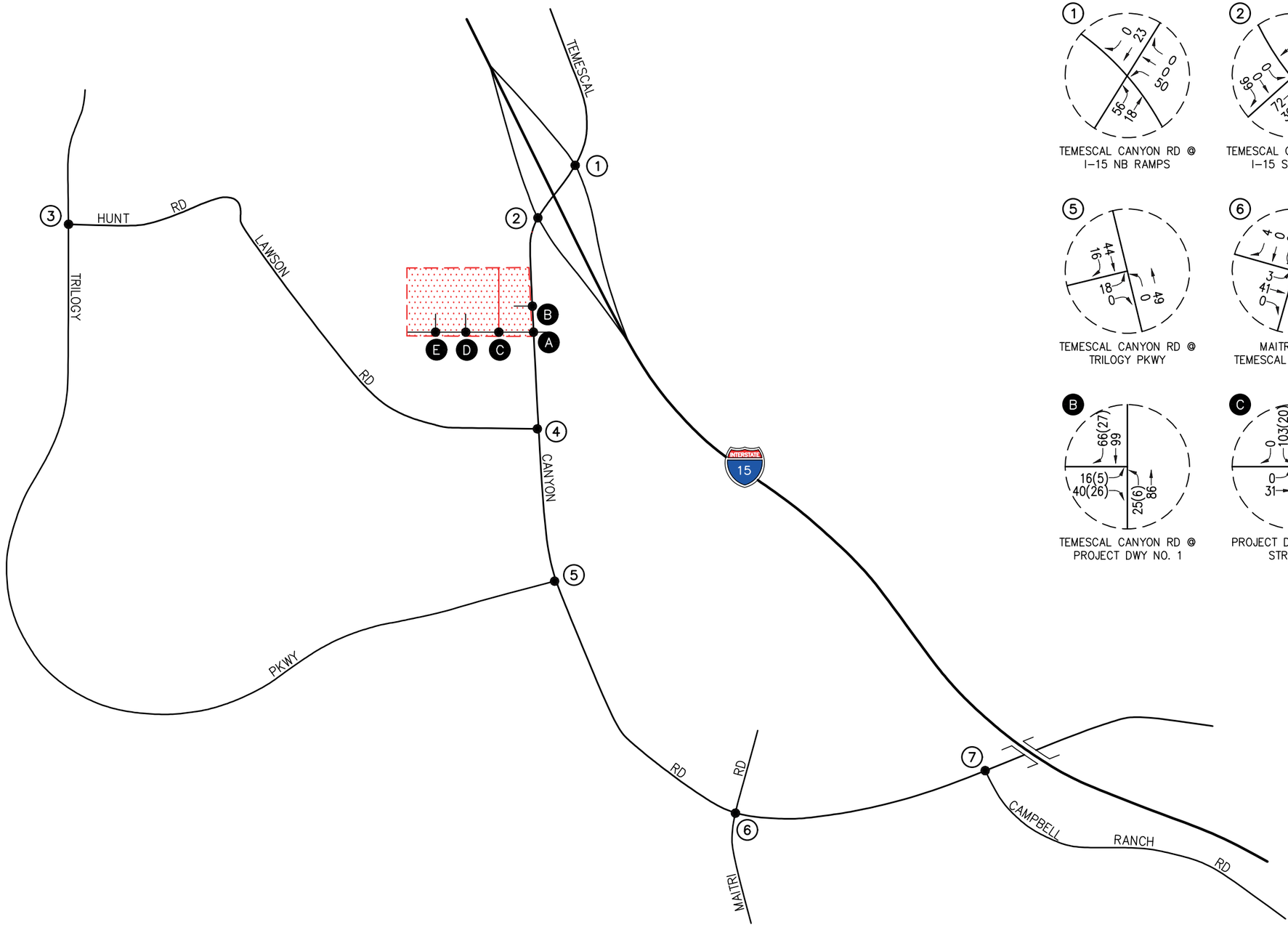
KEY

(#) = STUDY INTERSECTION
⇦ = INBOUND PERCENTAGE
⇦ = OUTBOUND PERCENTAGE
= PROJECT SITE

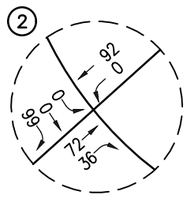
FIGURE 5-5

PROJECT TRAFFIC DISTRIBUTION PATTERN – INDUSTRIAL (EMPLOYEE – LAWSON ROAD CONNECTION)

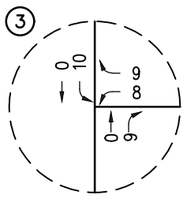
TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY



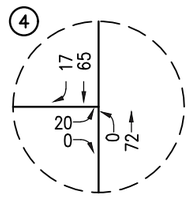
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

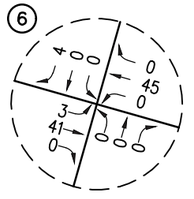


TRILOGY PKWY/
KNABE RD @
HUNT RD

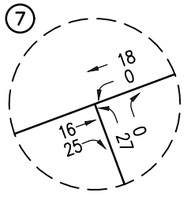


TEMESCAL CANYON RD @
LAWSON RD

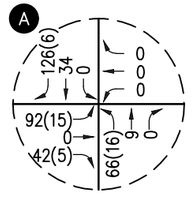
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

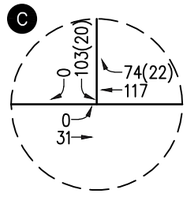


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

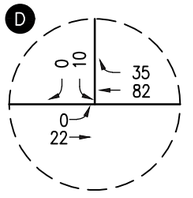


TEMESCAL CANYON RD @
STREET A

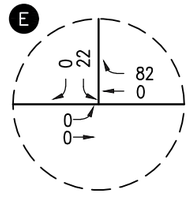
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
STREET A



PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f5-6.dwg LDP 15:49:30 06-17-2024 aguilar

LLG

N NO SCALE

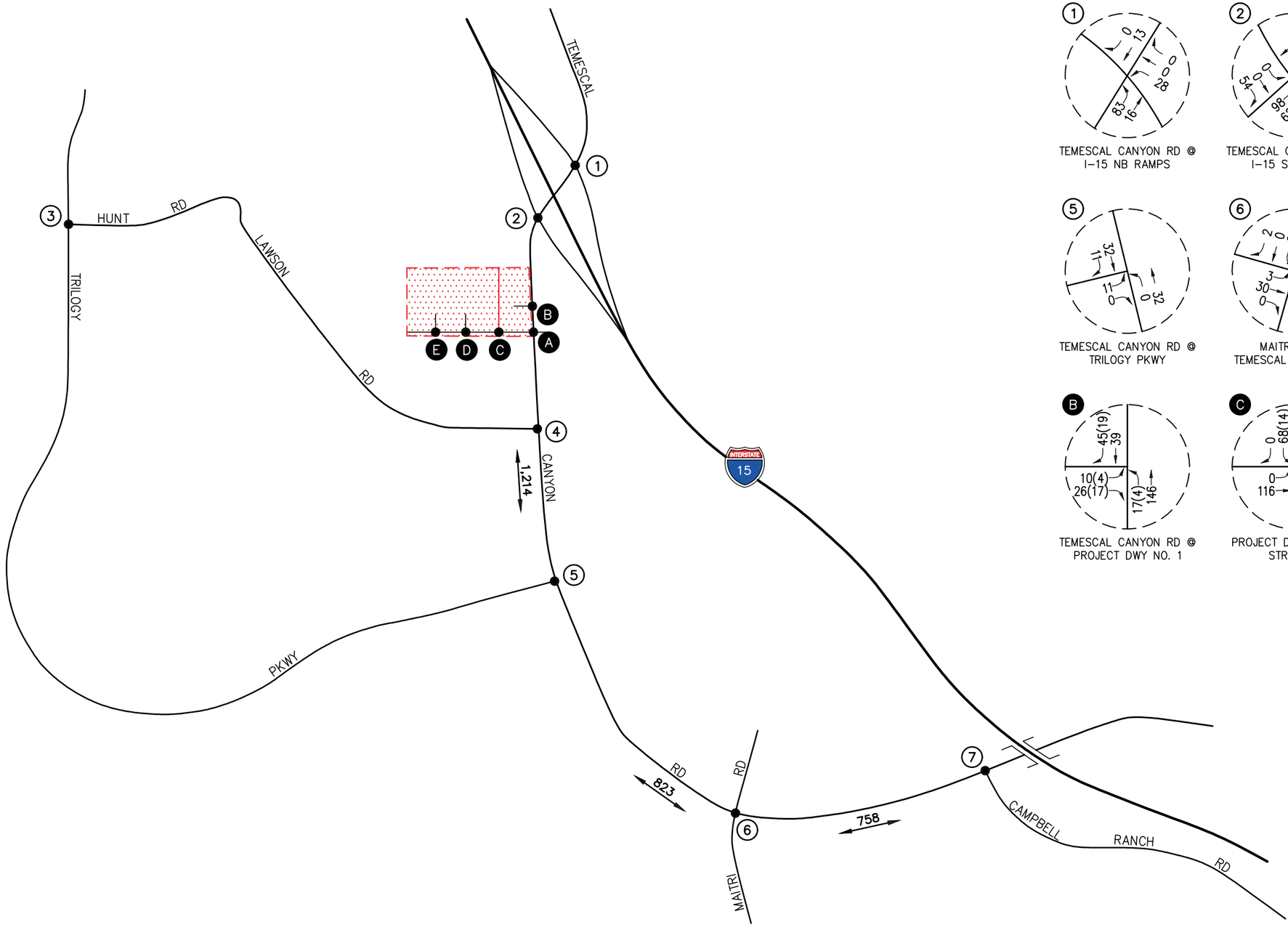
KEY

(#) = STUDY INTERSECTION
(XX) = PASS-BY TRIPS
= PROJECT SITE

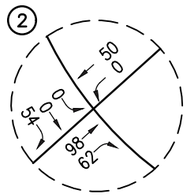
FIGURE 5-6

AM PEAK HOUR COMMERCIAL PROJECT TRAFFIC VOLUMES

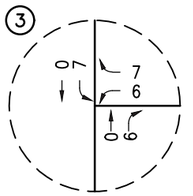
TEMESCAL MCP (COMMERCIAL), CORONA



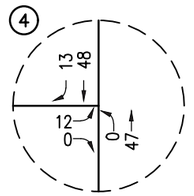
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

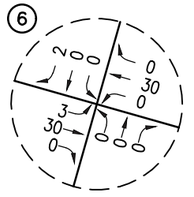


TRILOGY PKWY/
KNABE RD @
HUNT RD

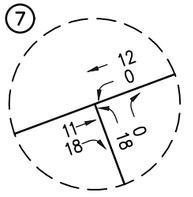


TEMESCAL CANYON RD @
LAWSON RD

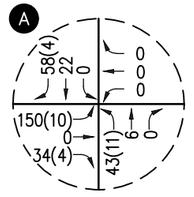
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

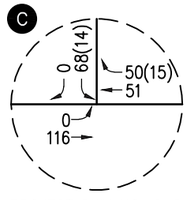


CAMPBELL RANCH RD @
TEMESCAL CANYON RD



TEMESCAL CANYON RD @
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1



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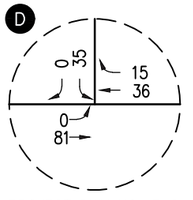
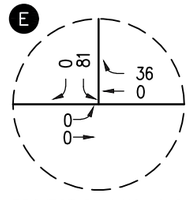
STREET A



PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f5-7.dwg LDP 11:17:26 07-29-2024 aguilar

LLG

N NO SCALE

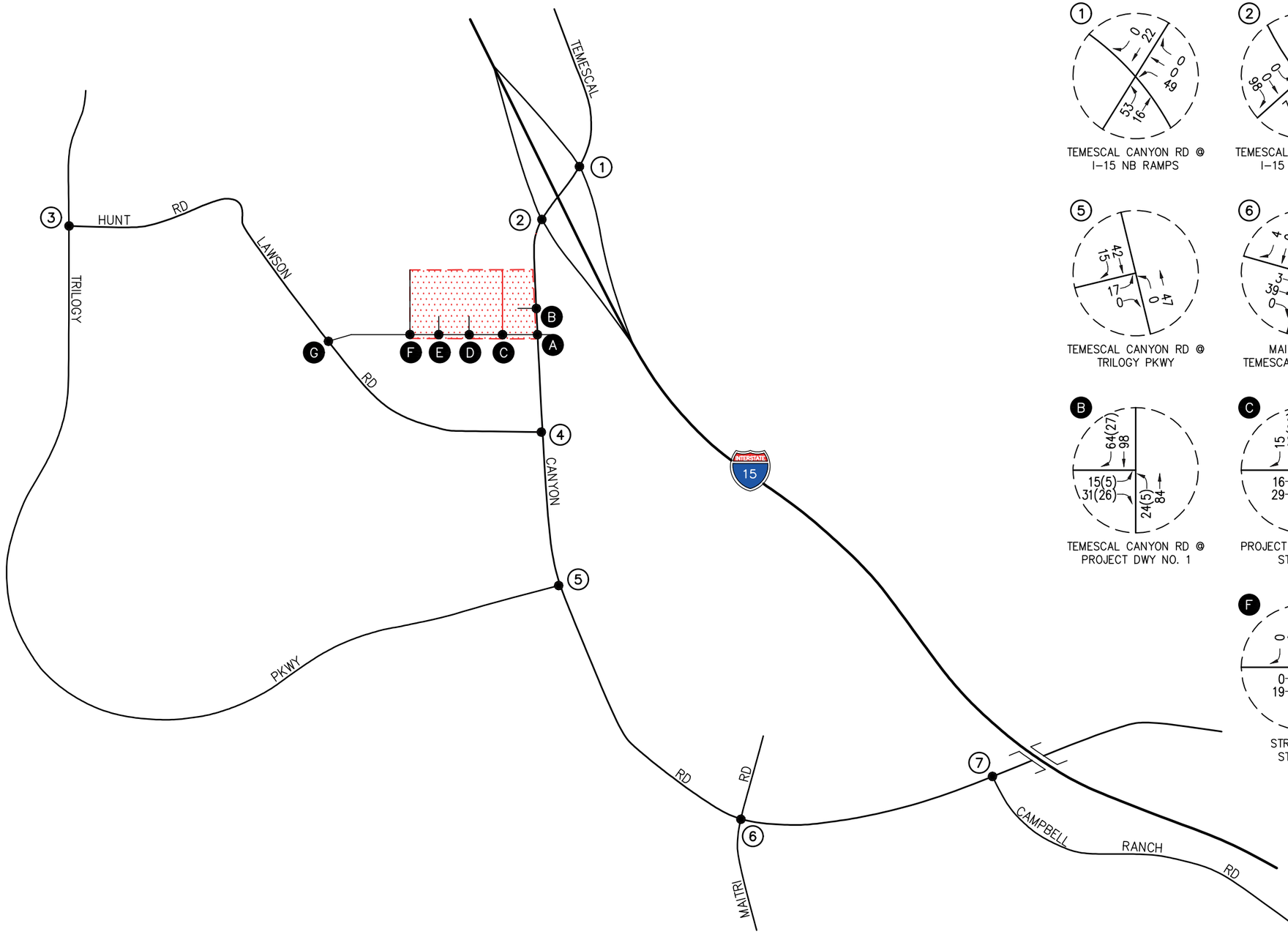
KEY

(#) = STUDY INTERSECTION
(XX) = PASS-BY TRIPS
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE

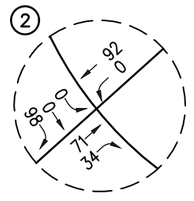
FIGURE 5-7

PM PEAK HOUR AND DAILY COMMERCIAL PROJECT TRAFFIC VOLUMES

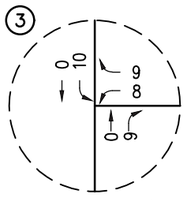
TEMESCAL MCP (COMMERCIAL), CORONA



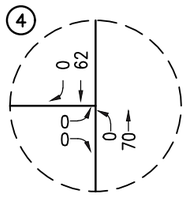
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

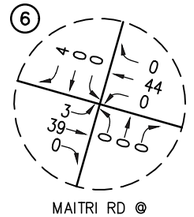


TRILOGY PKWY/
KNABE RD @
HUNT RD

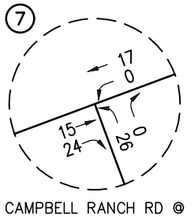


TEMESCAL CANYON RD @
LAWSON RD

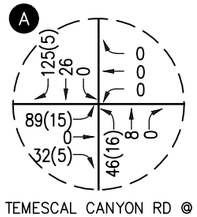
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

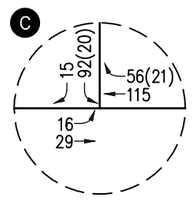


CAMPBELL RANCH RD @
TEMESCAL CANYON RD



TEMESCAL CANYON RD @
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1



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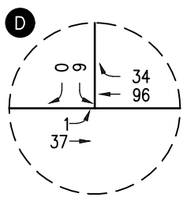
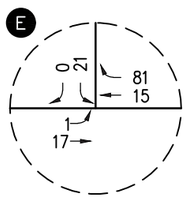


PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
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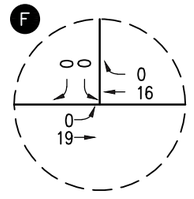
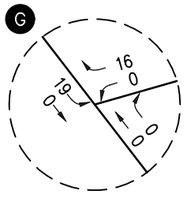


STREET B @
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f5-8.dwg LDP 16:04:02 06-17-2024 aguilar

LLG

N NO SCALE

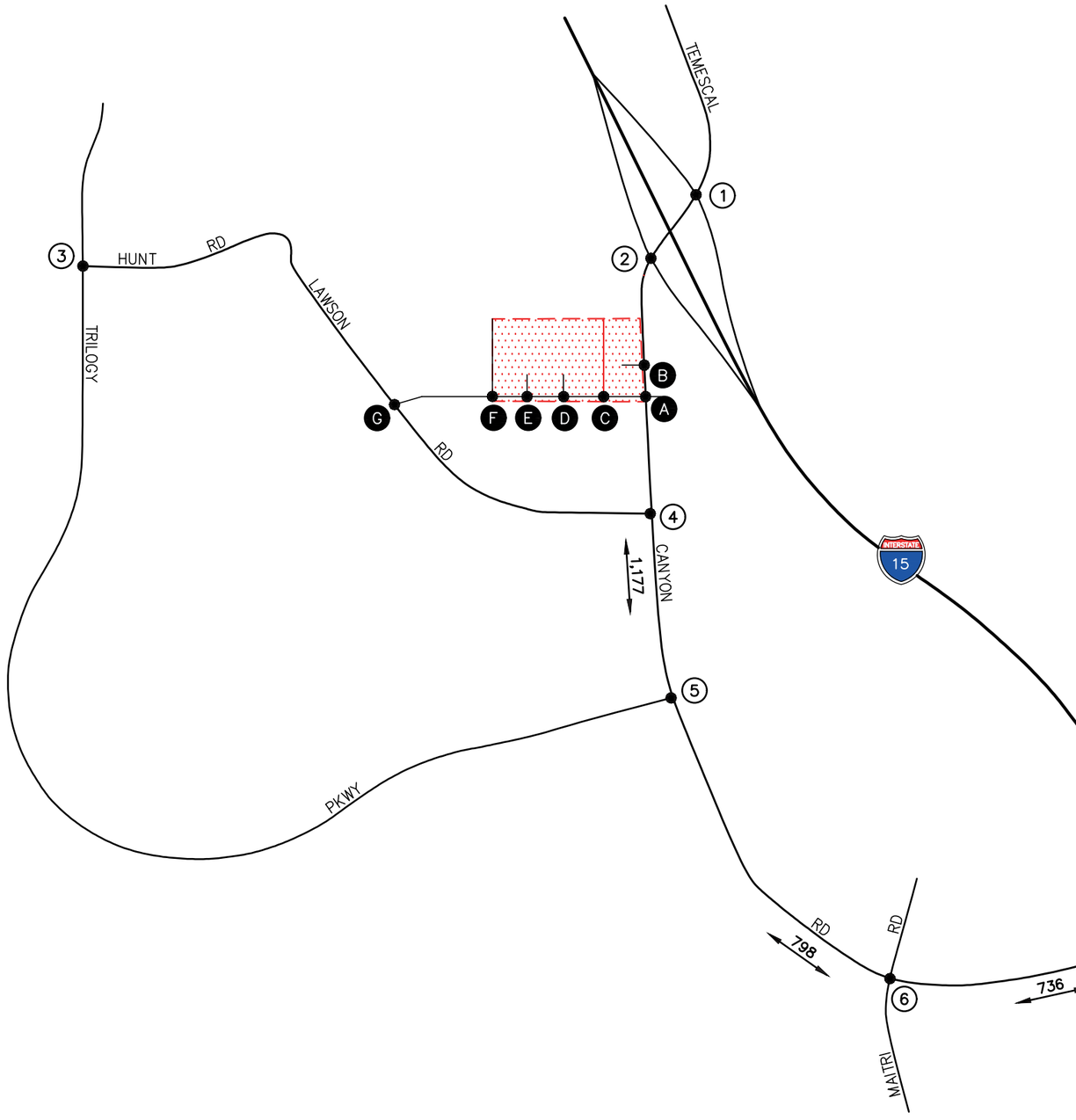
KEY

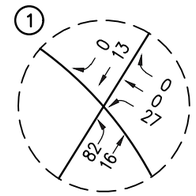
(#) = STUDY INTERSECTION
(XX) = PASS-BY TRIPS
= PROJECT SITE

FIGURE 5-8

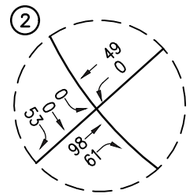
AM PEAK HOUR COMMERCIAL PROJECT TRAFFIC VOLUMES (WITH LAWSON ROAD CONNECTION)

TEMESCAL MCP (COMMERCIAL), CORONA

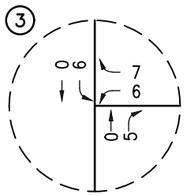




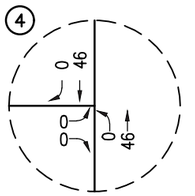
TEMESCAL CANYON RD @
I-15 NB RAMPS



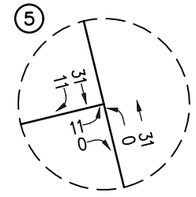
TEMESCAL CANYON RD @
I-15 SB RAMPS



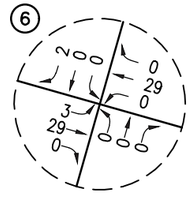
TRILOGY PKWY/
KNABE RD @
HUNT RD



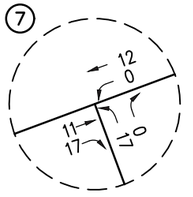
TEMESCAL CANYON RD @
LAWSON RD



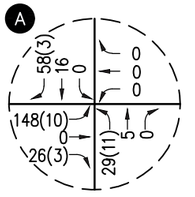
TEMESCAL CANYON RD @
TRILOGY PKWY



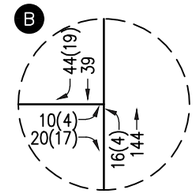
MAITRI RD @
TEMESCAL CANYON RD



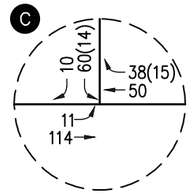
CAMPBELL RANCH RD @
TEMESCAL CANYON RD



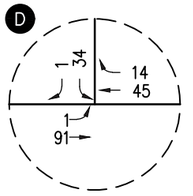
TEMESCAL CANYON RD @
STREET A



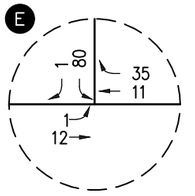
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
STREET A



PROJECT DWY NO. 3 @
STREET A



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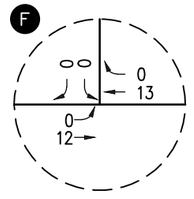

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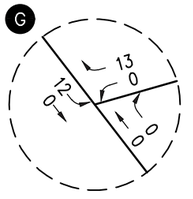
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f5-9.dwg LDP 11:19:20 07-29-2024 aguilar

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION
(XX) = PASS-BY TRIPS
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE

FIGURE 5-9

PM PEAK HOUR AND DAILY COMMERCIAL PROJECT TRAFFIC VOLUMES (WITH LAWSON ROAD CONNECTION)

TEMESCAL MCP (COMMERCIAL), CORONA

TABLE 5-1
TRIP GENERATION RATES WITH PCE CONVERSION FACTORS[13]

ITE Land Use Code	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ ***140: Manufacturing – Total (TE/TSF)[14]***	***4.75***	***0.52***	***0.16***	***0.68***	***0.23***	***0.51***	***0.74***
❑ Passenger Cars – 78.6% (TE/TSF)	3.73	0.41	0.13	0.54	0.18	0.40	0.58
❑ 2 Axle Trucks – 8.0% (TE/TSF)	0.38	0.04	0.01	0.05	0.02	0.04	0.06
❑ 3 Axle Trucks – 3.9% (TE/TSF)	0.19	0.02	0.01	0.03	0.01	0.02	0.03
❑ 4+ Axle Trucks – 9.5% (TE/TSF)	0.45	0.05	0.01	0.06	0.02	0.05	0.07
▪ 221: Multifamily Housing (Mid-Rise) (TE/DU)	4.54	23%	77%	0.37	61%	39%	0.39
▪ 930: Fast Casual Restaurant (TE/TSF)	97.14	50%	50%	1.43	55%	45%	12.55
▪ 934: Fast Food Restaurant with Drive-Through Window (TE/TSF)	467.48	51%	49%	44.61	52%	48%	33.03
▪ 937: Coffee/Donut Shop with Drive-Through Window (TE/TSF)	533.57	51%	49%	85.88	50%	50%	38.99

Notes:
TE/TSF = Trip end per 1,000 SF
TE/DU = Trip end per Dwelling Unit
PCE = Passenger Car Equivalent

[13] Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).*

[14] Recommended mix of truck traffic is based on the *Truck Trip Generation Study – City of Fontana, August 2003.* All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

TABLE 5-2

COMMERCIAL PROJECT TRIP GENERATION FORECAST

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Project Generation Forecast:							
▪ Building 1 Manufacturing (188,000 SF)							
❑ Passenger Cars	701	77	25	102	34	75	109
❑ 2 Axle Trucks	107	11	3	14	6	11	17
❑ 3 Axle Trucks	71	8	3	11	4	7	11
❑ 4+ Axle Trucks	254	28	6	34	11	28	39
Building 1 Manufacturing Subtotal	*1,133*	*124*	*37*	*161*	*55*	*121*	*176*
Internal Capture[15]	-127	-6	-7	-13	-4	-5	-9
Building 1 Manufacturing Total	*1,006*	*118*	*30*	*148*	*51*	*116*	*167*
▪ Coffee Shop with Drive-Through (2,500 SF)	1,334	110	105	215	49	48	97
Internal Capture[15]	-40	-3	-3	-6	-1	-2	-3
Coffee Shop Subtotal	*1,294*	*107*	*102*	*209*	*48*	*46*	*94*
Pass-by Trips (Daily: 25%; AM: 25%; PM: 25%)[16]	-324	-27	-25	-52	-12	-12	-24
Coffee Shop Total	*970*	*80*	*77*	*157*	*36*	*34*	*70*
▪ Fast Casual Restaurant (2,900 SF)	282	2	2	4	20	16	36
Internal Capture[15]	-8	0	0	0	-1	0	-1
Fast Casual Restaurant Subtotal	*274*	*2*	*2*	*4*	*19*	*16*	*35*
Pass-by Trips (Daily: 10%; AM: 10%; PM: 25%)[16]	-27	0	0	0	-5	-4	-9
Fast Casual Restaurant Total	*247*	*2*	*2*	*4*	*14*	*12*	*26*
▪ Fast Food Restaurant with Drive-Through (5,000 SF)	2,337	114	109	223	86	79	165
Internal Capture[15]	-70	-3	-4	-7	-3	-2	-5
Fast Food Restaurant Subtotal	*2,267*	*111*	*105*	*216*	*83*	*77*	*160*
Pass-by Trips (Daily: 25%; AM: 25%; PM: 25%)[16]	-567	-28	-26	-54	-21	-19	-40
Fast Food Restaurant Total	*1,700*	*83*	*79*	*162*	*62*	*58*	*120*
Total Commercial Project Net Trip Generation	**3,932**	**282**	**189**	**471**	**163**	**220**	**383**

[15] Project trip generation was adjusted to account for internal capture between the manufacturing employee and restaurant components of the Project.

[16] Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were referenced (Source: *Trip Generation Manual, 11th Edition*, ITE 2021):

- 930: Fast Casual Restaurant: Daily/AM peak hour/PM peak hour = 10% (assumed)/10% (assumed)/43% (assumed)
- 934: Fast Food Restaurant with Drive-Through Window: Daily/AM peak hour/PM peak hour = 25% (assumed)/50%/55%
- 937: Coffee/Donut Shop With Drive-Through Window: Daily/AM peak hour/PM peak hour – 25% (assumed)/50% (assumed)/25% (assumed)

However, in order to provide a conservative analysis, the pass-by factors have been reduced to a maximum of 25%.

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

For future traffic conditions, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. Consistent with prior traffic studies conducted in Riverside County, the future growth in traffic volumes has been calculated at two percent (2.0%) compounded per year. Applied to existing Year 2024 traffic volumes results in two percent (2.0%) compounded for two years to horizon Year 2026 and two percent (2.0%) compounded for four years to horizon Year 2028.

6.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the Project, the status of other known development projects (cumulative projects) has been researched in Riverside County. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development.

Based on our research, there are twenty-four (24) cumulative projects in Riverside County that have either been built, but not yet fully occupied, or are being processed for approval. These twenty-four (24) cumulative projects have been included as part of the cumulative background setting.

Table 6-1 provides the location and a brief description for each of the twenty-four (24) cumulative projects. ***Figure 6-1*** graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 presents the resultant trip generation for the twenty-four (24) cumulative projects. As shown in *Table 6-2*, the twenty-four (24) cumulative projects are forecast to generate a combined total of 48,674 weekday daily trips, with 4,684 trips forecast during the AM peak hour and 4,768 trips forecast during the PM peak hour.

It should be noted that Cumulative Project #24 (FGPA Residential Project) will be constructed by Year 2028 and will share access with the proposed Commercial Project via Street B/Street A. As such, the trips associated with this cumulative project are included in Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project (Year 2028), Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects (Year 2028), Year 2045 Without Project, and Year 2045 With Commercial Project traffic conditions.

Additionally, it should be noted that the school component of Cumulative Project #22 (PAR230071 Yee Property) will be constructed by Year 2028 and will share access with the proposed Commercial Project via Street B/Street A. As such, the trips associated with this cumulative project are included in Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects (Year 2028), Year 2045 Without Project, and Year 2045 With Commercial Project traffic conditions.

The anticipated AM peak hour and PM peak hour cumulative projects traffic volumes at the key study intersections are presented in ***Figures 6-2*** and ***6-3***, respectively. *Figure 6-3* also presents the daily cumulative projects traffic volume at the three (3) key study roadway segments.

It should also be noted that Cumulative Projects #7 through #13 (PPT230009, PPT230010, PPT230011, PPT230012, PPT230013, PPT230014, and PPT230015) are associated with the Serrano Specific Plan and the realigned Temescal Canyon Road on the east side of I-15 Freeway. These cumulative projects were confirmed to be included in the RIVCOM model runs prior to developing traffic volumes for Year 2045 Without Project and Year 2045 With Commercial Project.

6.3 Year 2028 Traffic Volumes

Figures 6-8 and ***6-9*** present the AM and PM peak hour Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic volumes at the seven (7) key study intersections and three (3) Project driveways, respectively. *Figure 6-9* also presents the Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project daily traffic volume at the three (3) key study roadway segments.

Figures 6-10 and ***6-11*** present the AM and PM peak hour Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic volumes at the seven (7) key study intersections and three (3) Project driveways, respectively. *Figure 6-11* also presents the Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects daily traffic volume at the three (3) key study roadway segments.

6.4 Travel Demand Model Methodology

Traffic volume forecasts for the External Network were obtained through utilization of the most current version of the Riverside County Model (RIVCOM), which is a sub-area model created from the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) model, administered by LLG. The base year of the model is 2018 and the future Buildout year is 2045. It should be noted that the Year 2045 RIVCOM network contains the additional Temescal Canyon Road alignment on the east side of the I-15 freeway.

As previously mentioned, Cumulative Projects #7 through #13 (PPT230009, PPT230010, PPT230011, PPT230012, PPT230013, PPT230014, and PPT230015) are associated with the Serrano Specific Plan and the realigned Temescal Canyon Road on the east side of I-15 Freeway. These cumulative projects were confirmed to be included in the model runs prior to developing traffic volumes.

The first step is to obtain the approach and departure volumes from the model for each leg of the analyzed intersections. The next step converts the model approach and departure volumes from AM and PM peak period volumes to peak hour volumes. The AM peak hour volumes are calculated by multiplying the AM peak period volumes by 38%. Similarly, the PM peak hour volumes are calculated by multiplying the PM period volumes by 28%. These are the percentages of vehicles that are assumed to occur in the peak hour of the peak period. These factors are derived from SCAG

research. The next step is to determine the difference between the base year (2018) peak hour model volumes and the Buildout peak hour model volumes. It should be noted that each projected volume was reviewed carefully for reasonableness and adjustments were applied as warranted based on local conditions and professional judgment.

The second step is to determine the growth or decline for each approach and departure for every study intersection between the unmodified 2018 base year and the modified 2018 base year with the additional Temescal Canyon Road alignment. This difference is then grown and applied to the 2023 existing counts and post-processed in order to determine the shift in existing volumes if the additional Temescal Canyon Road alignment is included. The growth between the modified 2018 base year and the 2045 future year was then added to the shifted existing volumes. The projected volumes were reviewed carefully, and adjustments were applied as warranted based on local conditions and professional judgment.

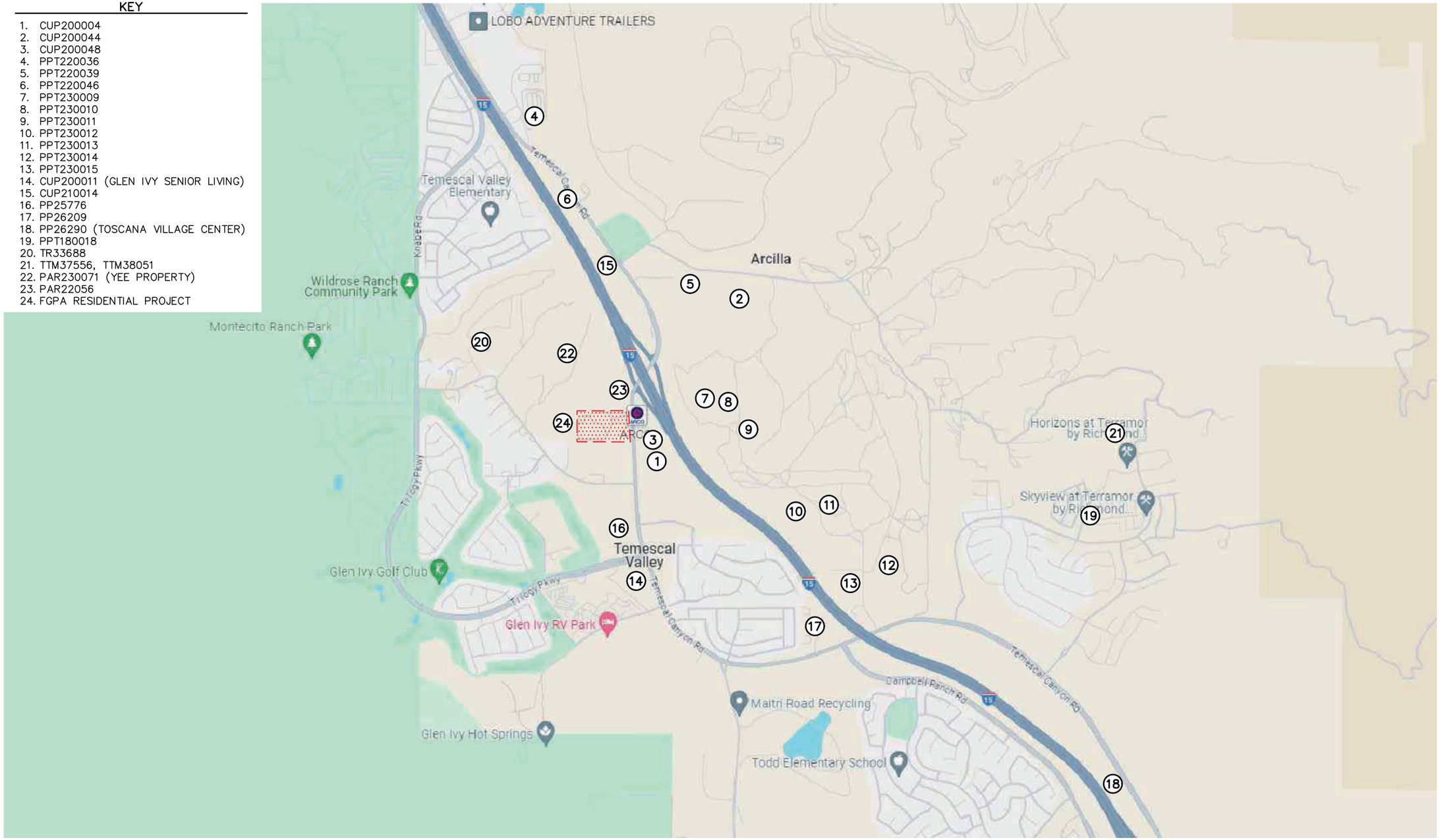
6.5 Year 2045 Traffic Volumes

Figures 6-12 and ***6-13*** present the AM and PM peak hour Year 2045 Without Project traffic volumes at the seven (7) key study intersections and three (3) Project driveways, respectively. *Figure 6-13* also presents the Year 2045 Without Project daily traffic volume at the three (3) key study roadway segments.

Figures 6-14 and ***6-15*** present the AM and PM peak hour Year 2045 With Commercial Project traffic volumes at the seven (7) key study intersections and three (3) Project driveways, respectively. *Figure 6-15* also presents the Year 2045 With Commercial Project daily traffic volume at the three (3) key study roadway segments.

KEY

1. CUP200004
2. CUP200044
3. CUP200048
4. PPT220036
5. PPT220039
6. PPT220046
7. PPT230009
8. PPT230010
9. PPT230011
10. PPT230012
11. PPT230013
12. PPT230014
13. PPT230015
14. CUP200011 (GLEN IVY SENIOR LIVING)
15. CUP210014
16. PP25776
17. PP26209
18. PP26290 (TOSCANA VILLAGE CENTER)
19. PPT180018
20. TR33688
21. TTM37556, TTM38051
22. PAR230071 (YEE PROPERTY)
23. PAR22056
24. FGPA RESIDENTIAL PROJECT



SOURCE: GOOGLE

KEY

(#) = CUMULATIVE PROJECT

= PROJECT SITE

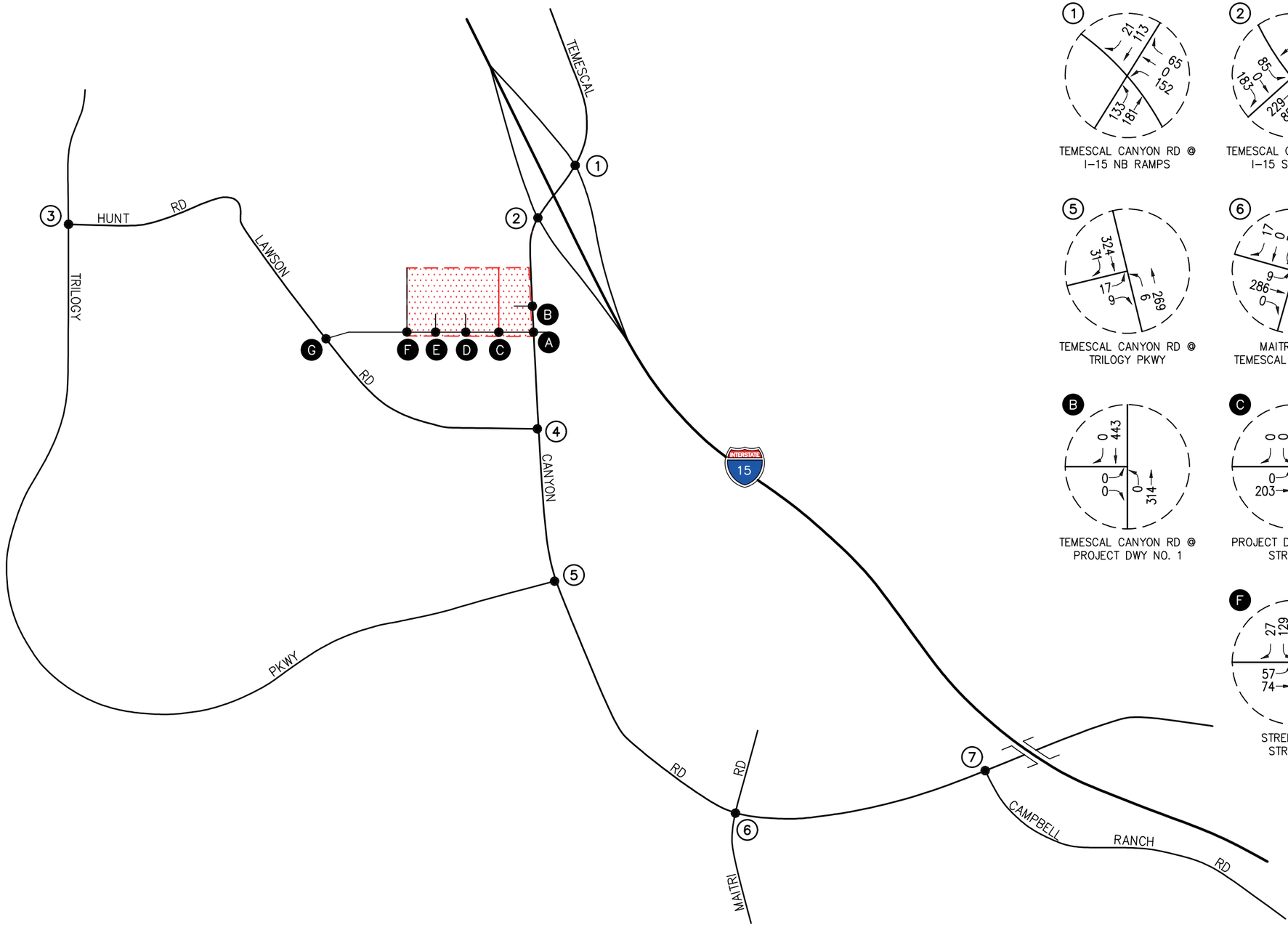
N NO SCALE

FIGURE 6–1

CUMULATIVE PROJECT LOCATION MAP

TEMESCAL MCP (COMMERCIAL), CORONA

n:\4500\2224569 – temescal canyon industrial park, riverside county\dwg\4569 f6–1.dwg LDP 16:17:44 06–17–2024 aguilar



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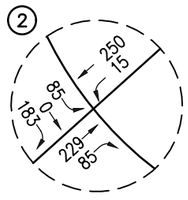
I-15 NB RAMPS



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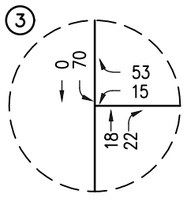
I-15 SB RAMPS



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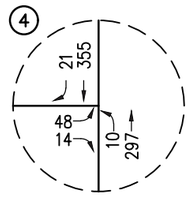
KNABE RD @
HUNT RD



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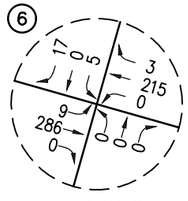
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY



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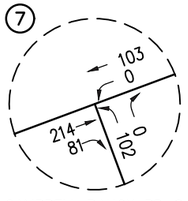

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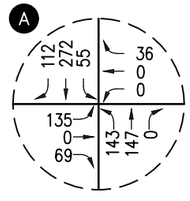
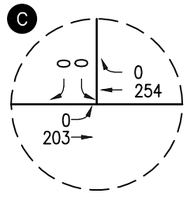


TEMESCAL CANYON RD @
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1



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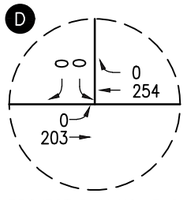

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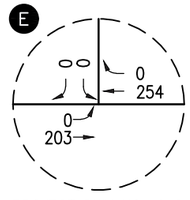

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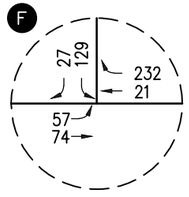

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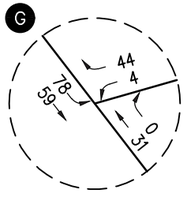

LAWSON RD @
STREET A

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LLG

N NO SCALE

KEY

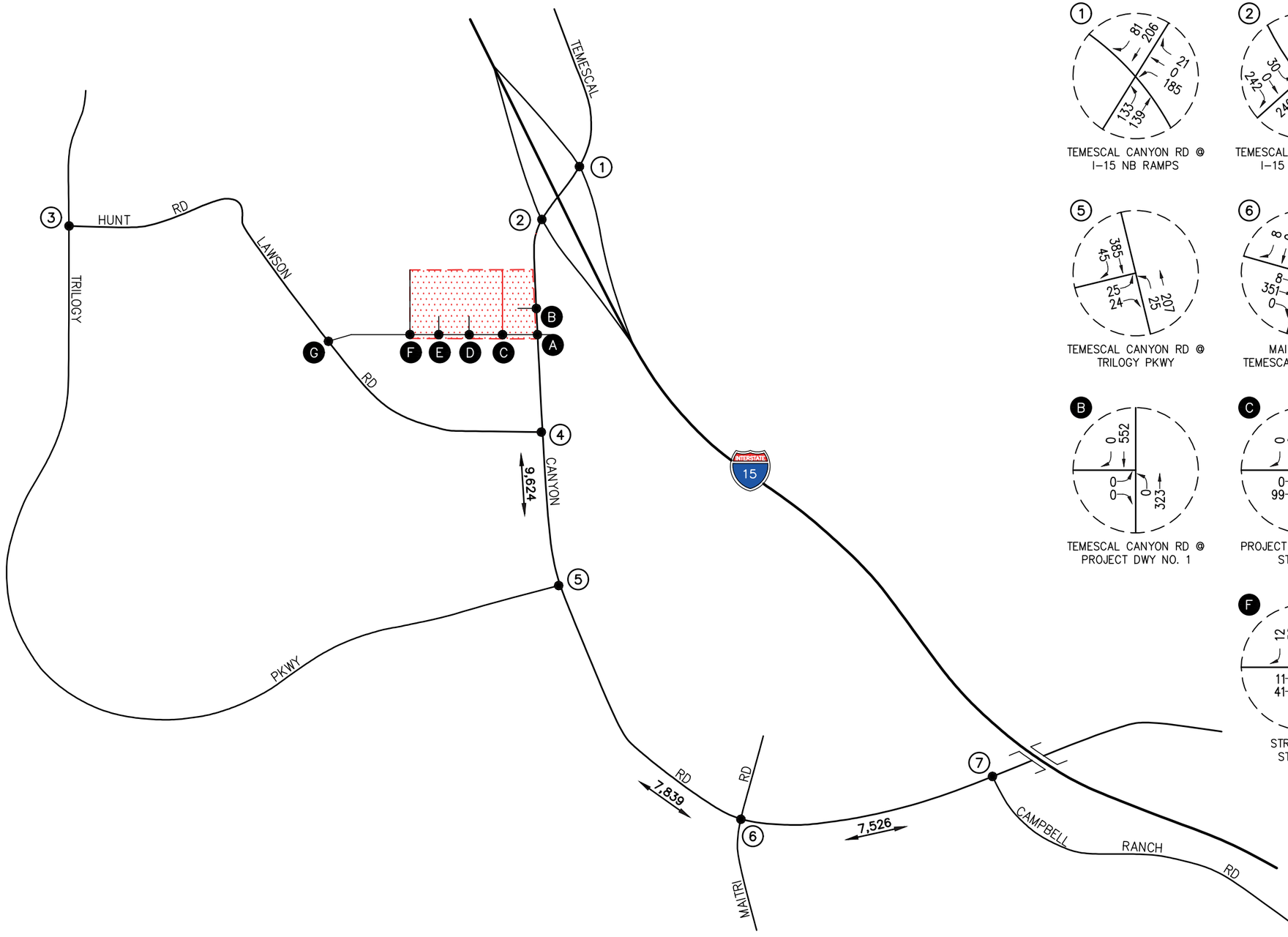
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 6-2

AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

TEMESCAL MCP (COMMERCIAL), CORONA



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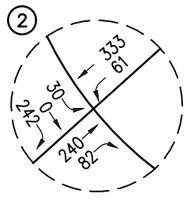

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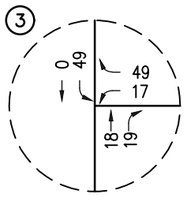

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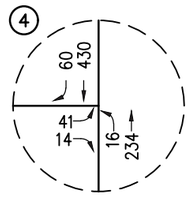

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LAWSON RD

TEMESCAL CANYON RD @
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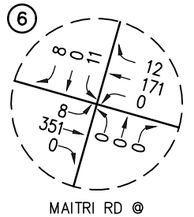

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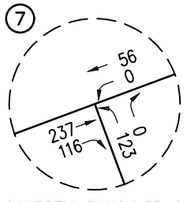

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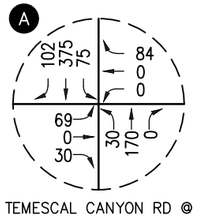

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STREET A

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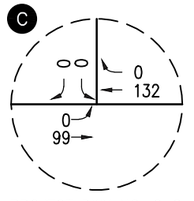

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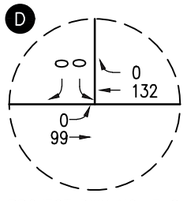

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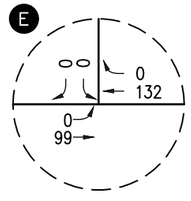

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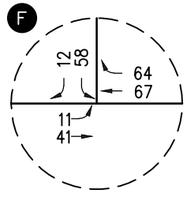
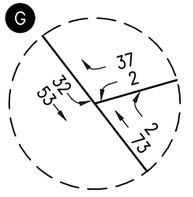
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-3.dwg LDP 11:21:02 07-29-2024 aguilar

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

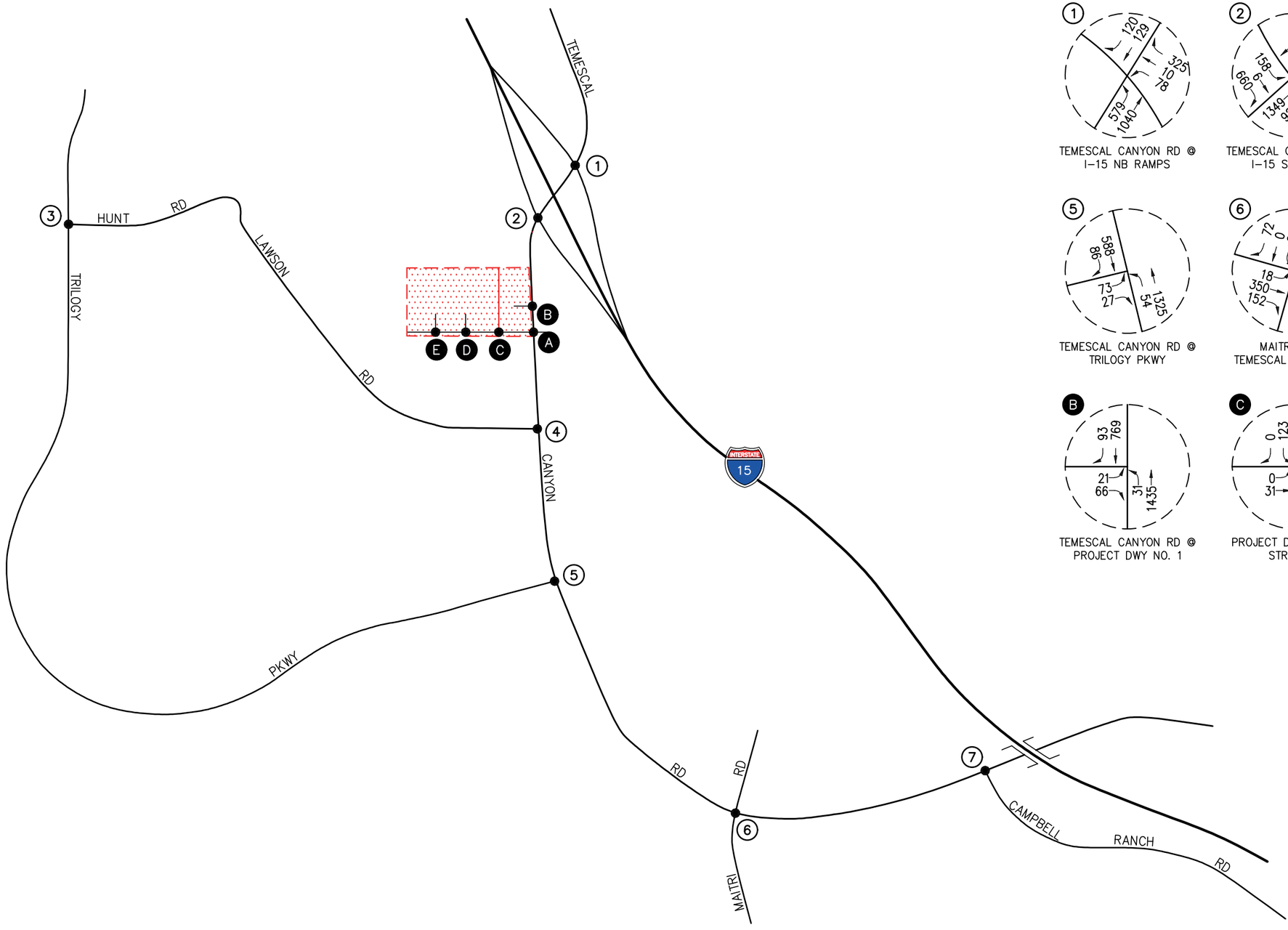
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

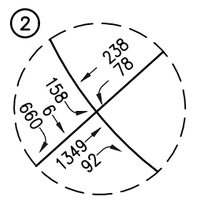
FIGURE 6-3

AM PEAK HOUR AND DAILY CUMULATIVE PROJECTS TRAFFIC VOLUMES

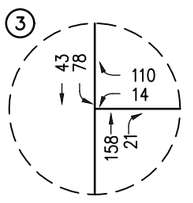
TEMESCAL MCP (COMMERCIAL), CORONA



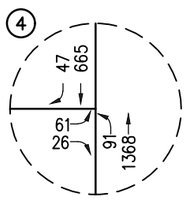
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

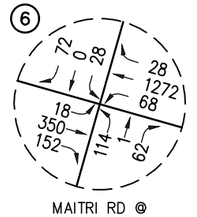


TRILOGY PKWY/
KNABE RD @
HUNT RD

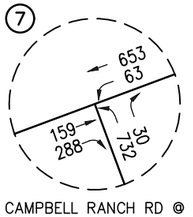


TEMESCAL CANYON RD @
LAWSON RD

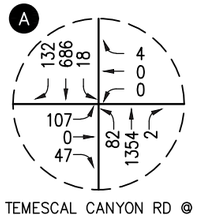
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

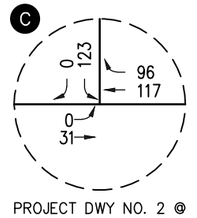


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

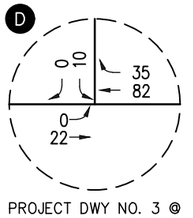


TEMESCAL CANYON RD @
STREET A

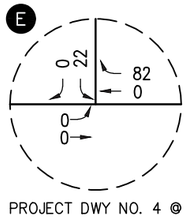
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
STREET A



PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-4.dwg LDP 08:02:18 06-13-2024 aguilar

LLG

N NO SCALE

KEY

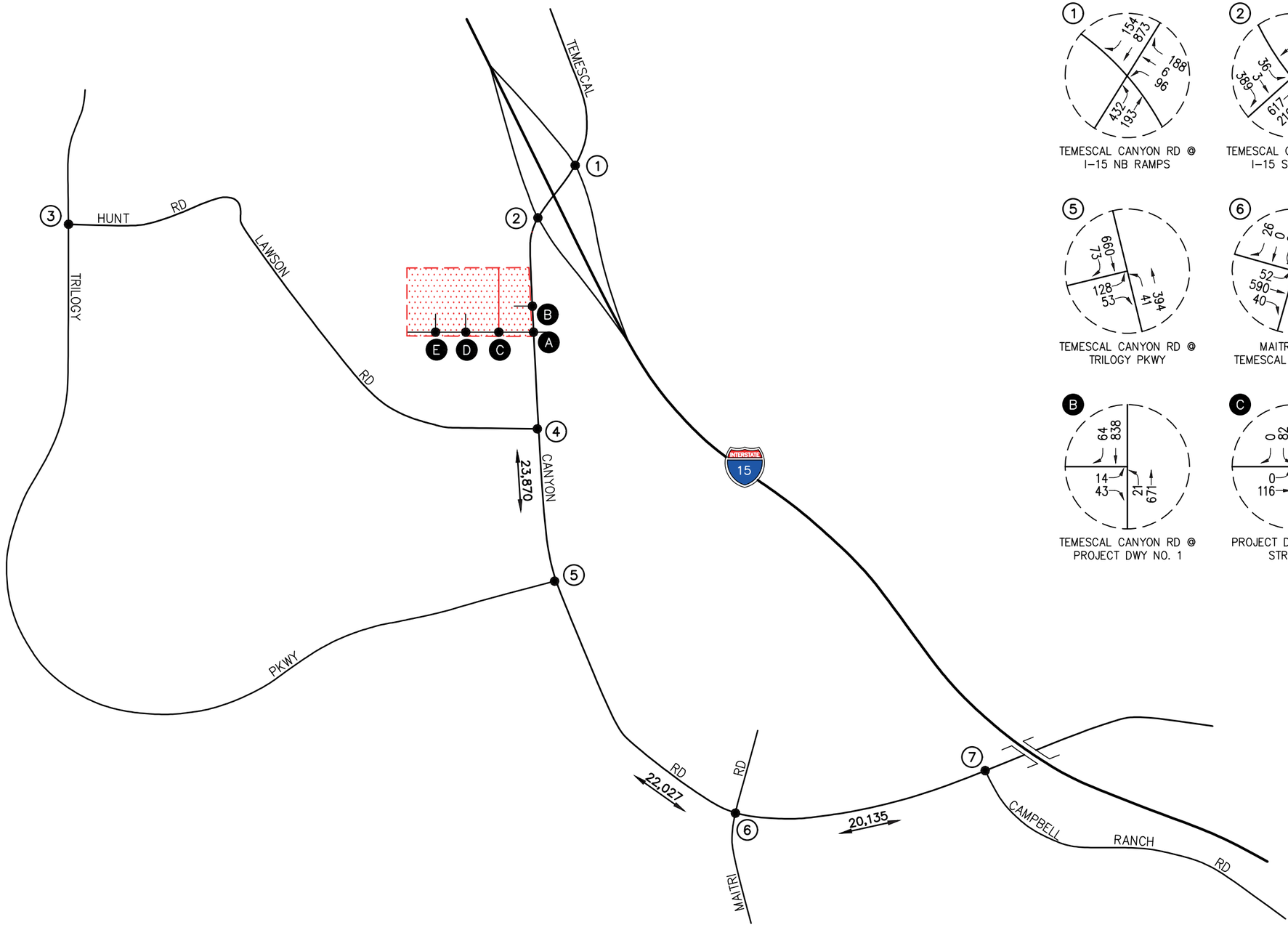
(#) = STUDY INTERSECTION

= PROJECT SITE

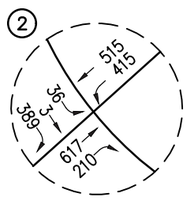
FIGURE 6-4

EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PM PEAK HOUR TRAFFIC VOLUMES

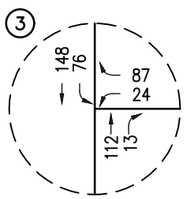
TEMESCAL MCP (COMMERCIAL), CORONA



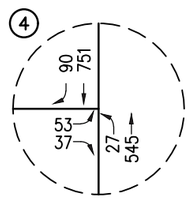
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

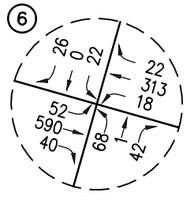


TRILOGY PKWY/
KNABE RD @
HUNT RD

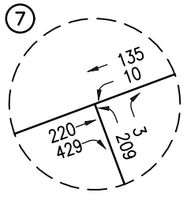


TEMESCAL CANYON RD @
LAWSON RD

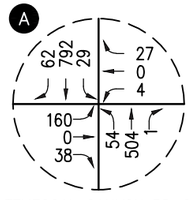
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

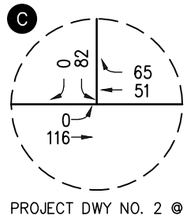


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

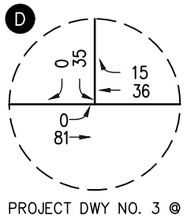


TEMESCAL CANYON RD @
STREET A

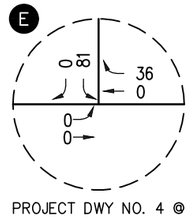
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
STREET A



PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-5.dwg LDP 11:30:18 07-29-2024 aguilar

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

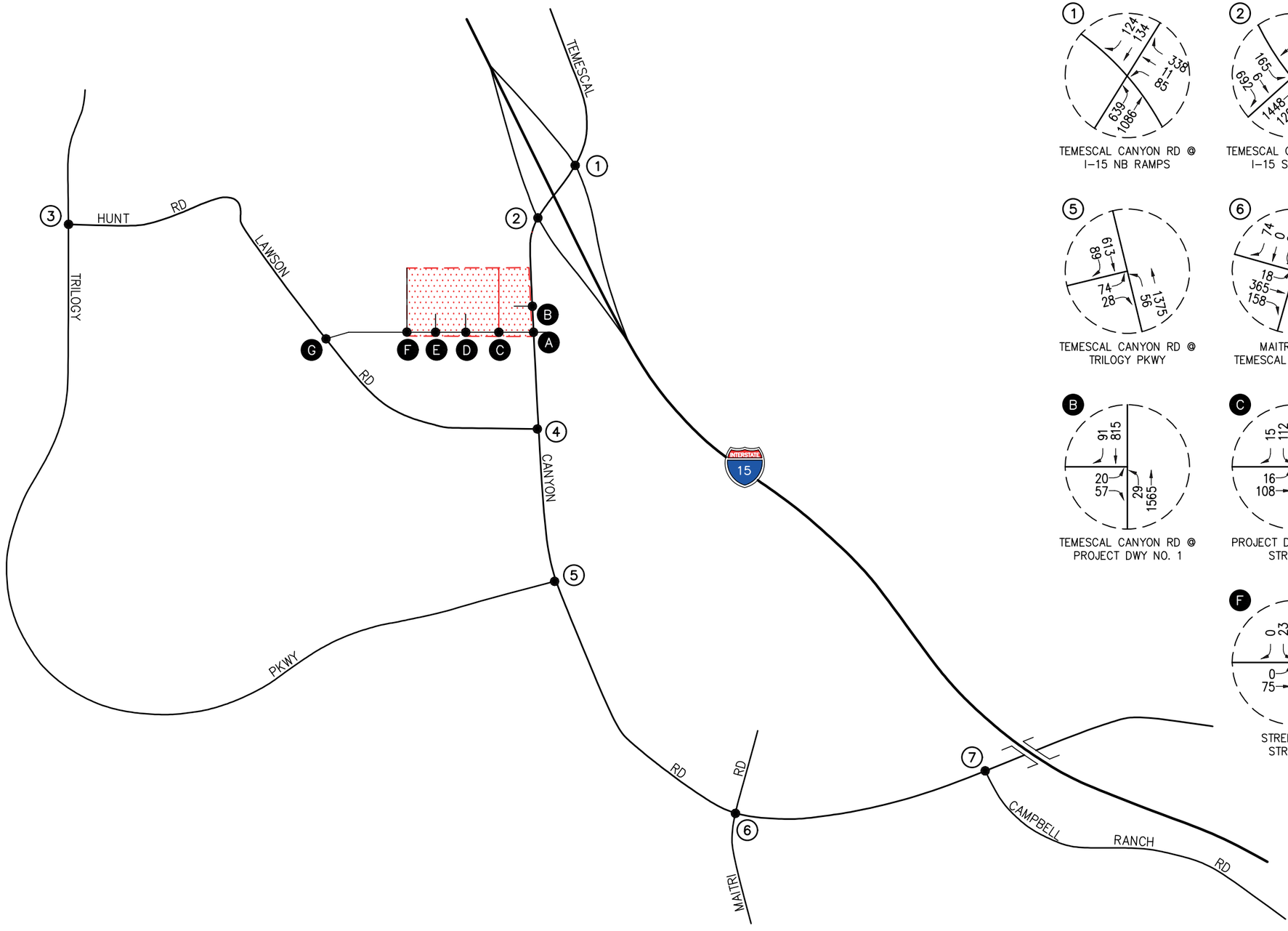
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

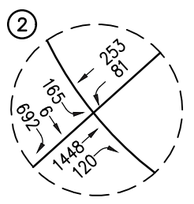
FIGURE 6-5

EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

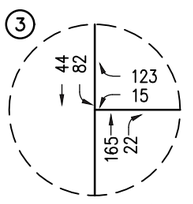
TEMESCAL MCP (COMMERCIAL), CORONA



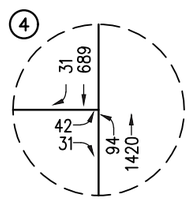
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

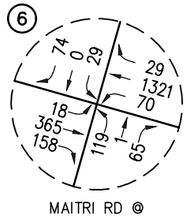


TRILOGY PKWY/
KNABE RD @
HUNT RD

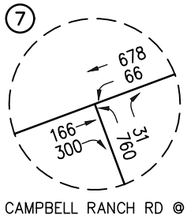


TEMESCAL CANYON RD @
LAWSON RD

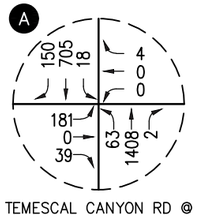
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

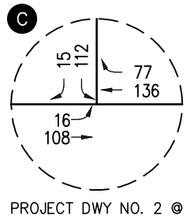


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

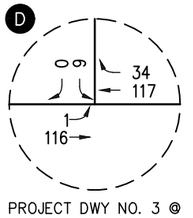


TEMESCAL CANYON RD @
STREET A

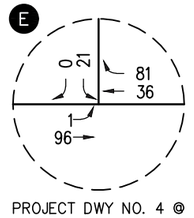
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



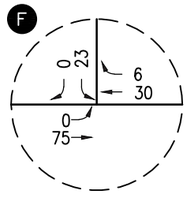
PROJECT DWY NO. 2 @
STREET A



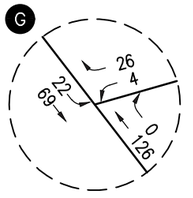
PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-6.dwg LDP 07:55:10 06-18-2024 aguilar

LLG

N NO SCALE

KEY

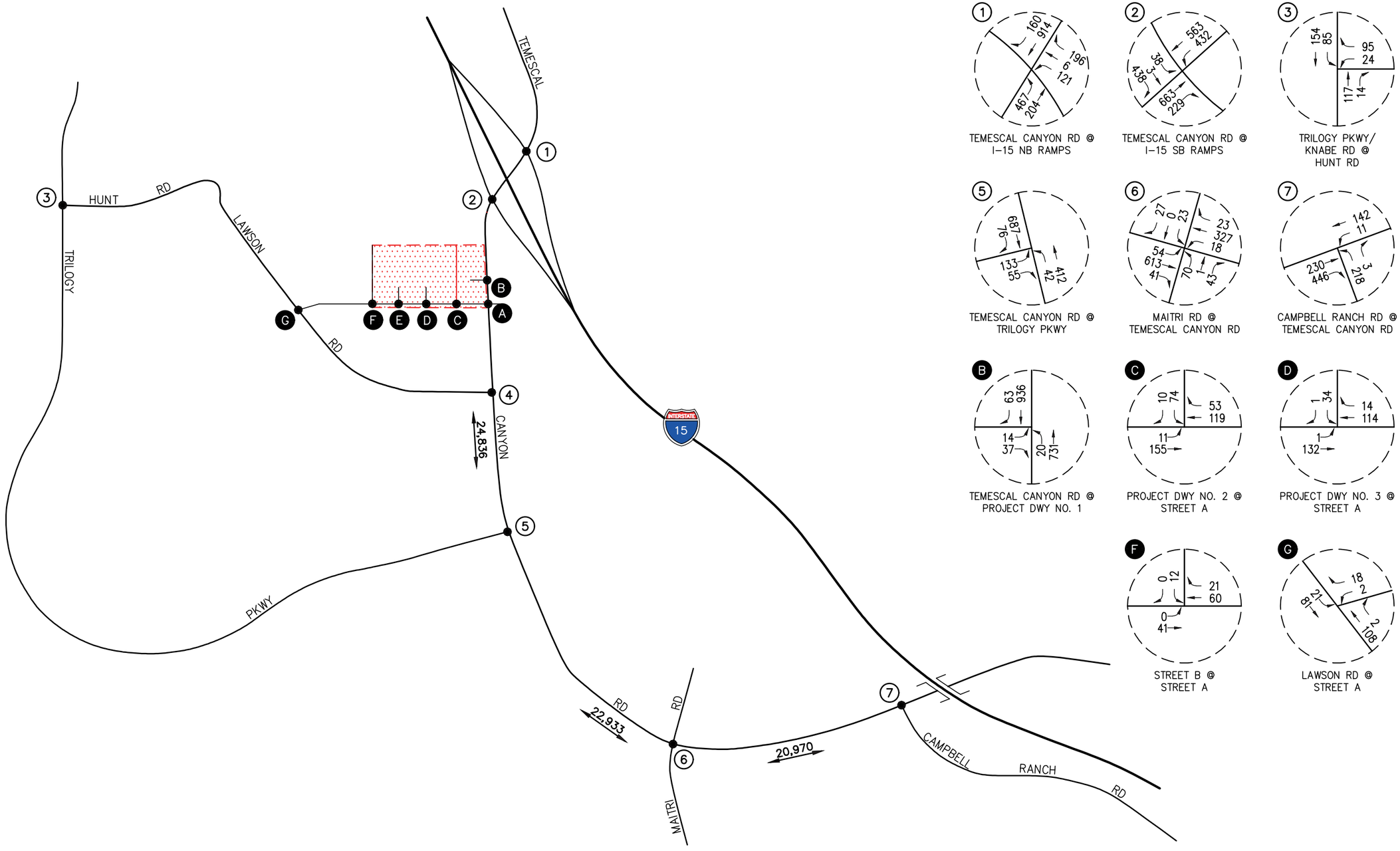
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 6-6

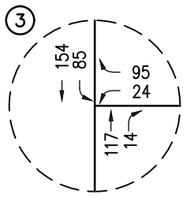
TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT AM PEAK HOUR TRAFFIC VOLUMES

TEMESCAL MCP (COMMERCIAL), CORONA

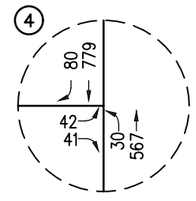


TEMESCAL CANYON RD @
I-15 NB RAMPS

TEMESCAL CANYON RD @
I-15 SB RAMPS



TRILOGY PKWY/
KNABE RD @
HUNT RD

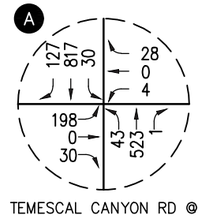


TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY

MAITRI RD @
TEMESCAL CANYON RD

CAMPBELL RANCH RD @
TEMESCAL CANYON RD

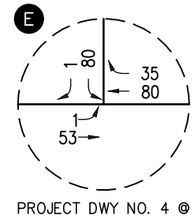


TEMESCAL CANYON RD @
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1

PROJECT DWY NO. 2 @
STREET A

PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A

STREET B @
STREET A

LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-7.dwg LDP 11:24:25 07-29-2024 aguilar

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

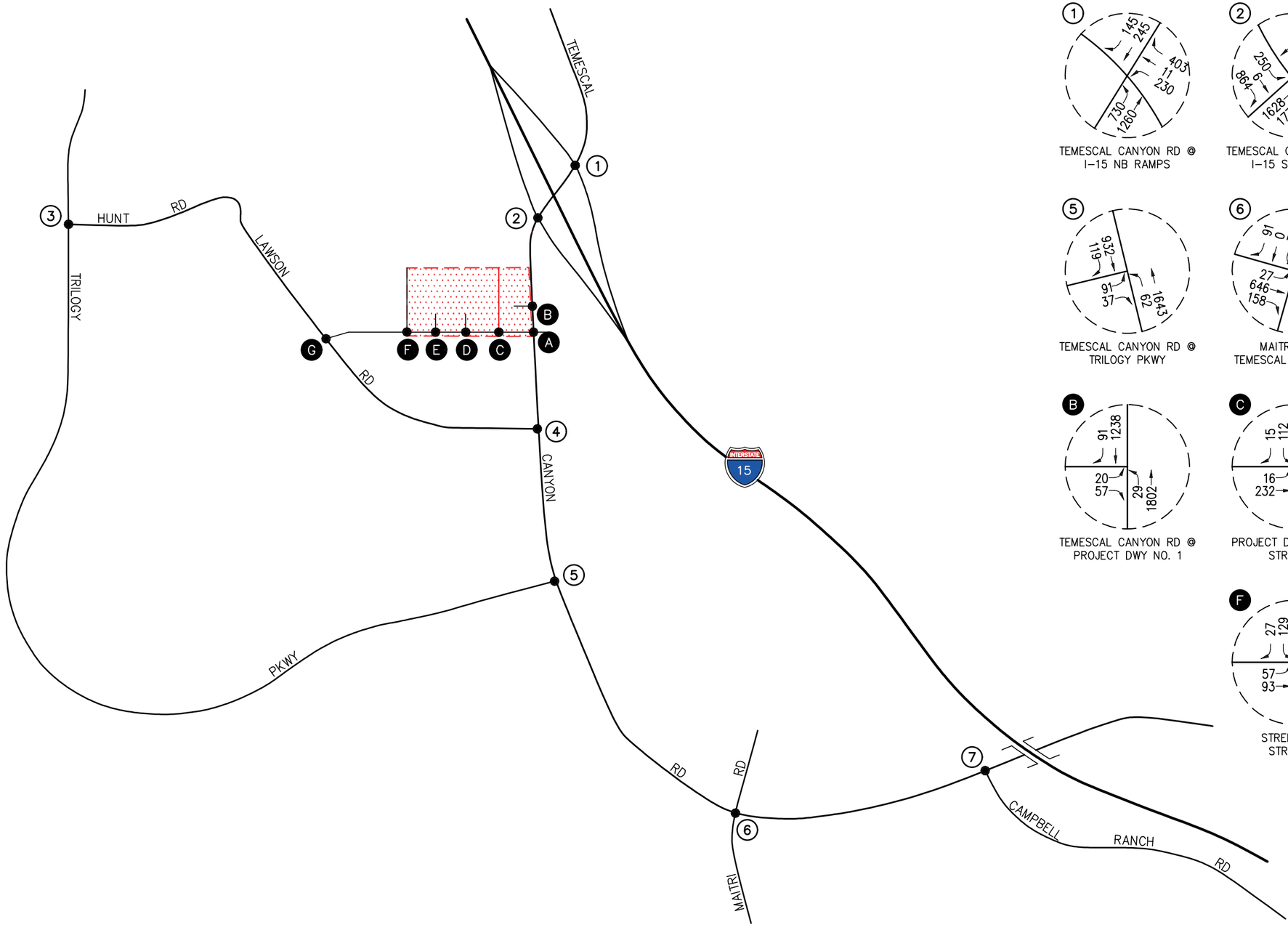
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

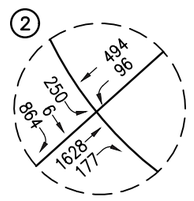
FIGURE 6-7

TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

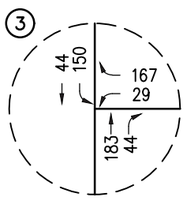
TEMESCAL MCP (COMMERCIAL), CORONA



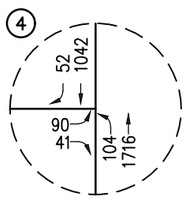
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

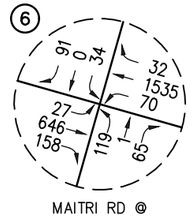


TRILOGY PKWY/
KNABE RD @
HUNT RD

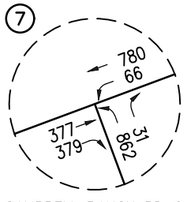


TEMESCAL CANYON RD @
LAWSON RD

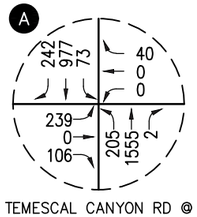
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

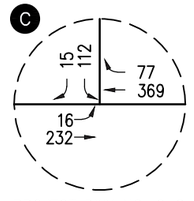


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

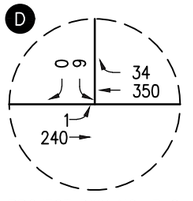


TEMESCAL CANYON RD @
STREET A

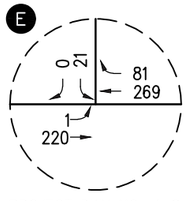
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



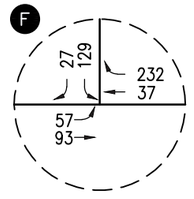
PROJECT DWY NO. 2 @
STREET A



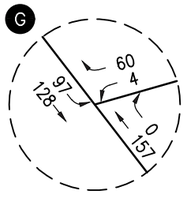
PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-8.dwg LDP 08:46:25 06-13-2024 aguilar

LLG

N NO SCALE

KEY

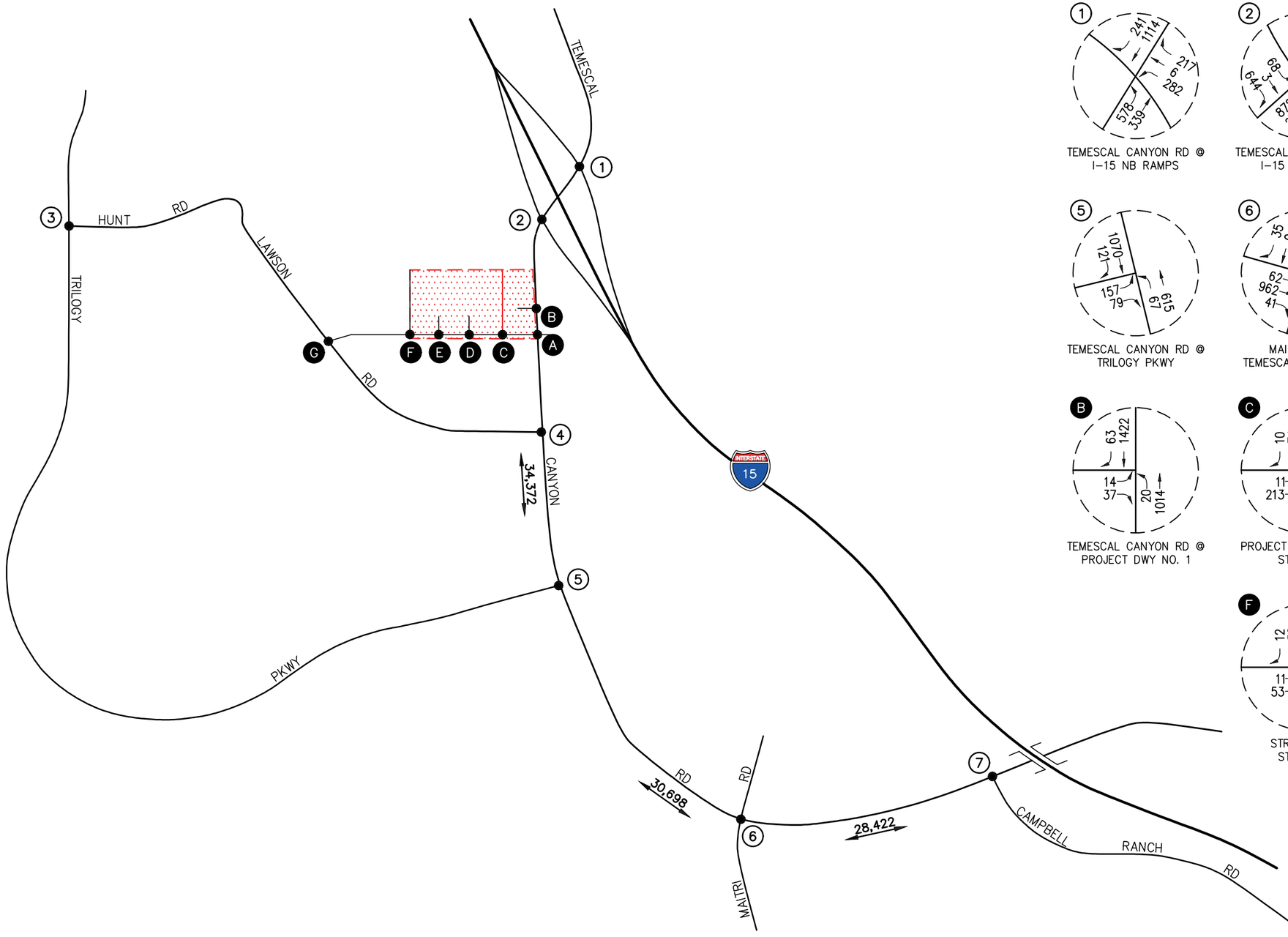
(#) = STUDY INTERSECTION

= PROJECT SITE

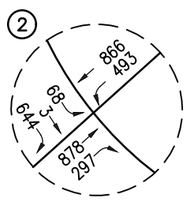
FIGURE 6-8

TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS AM PEAK HOUR TRAFFIC VOLUMES

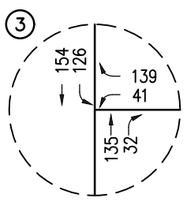
TEMESCAL MCP (COMMERCIAL), CORONA



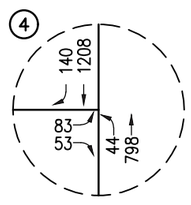
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

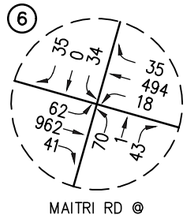


TRILOGY PKWY/
KNABE RD @
HUNT RD

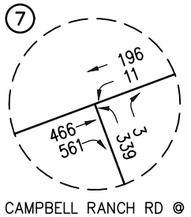


TEMESCAL CANYON RD @
LAWSON RD

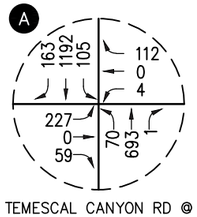
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

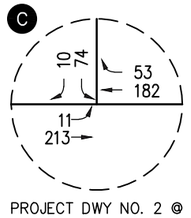


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

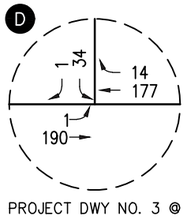


TEMESCAL CANYON RD @
STREET A

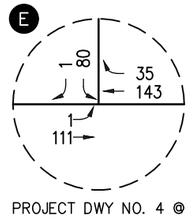
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



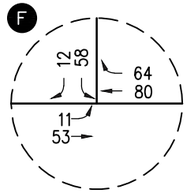
PROJECT DWY NO. 2 @
STREET A



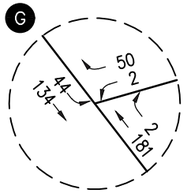
PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-9.dwg LDP 11:25:27 07-29-2024 aguilar

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

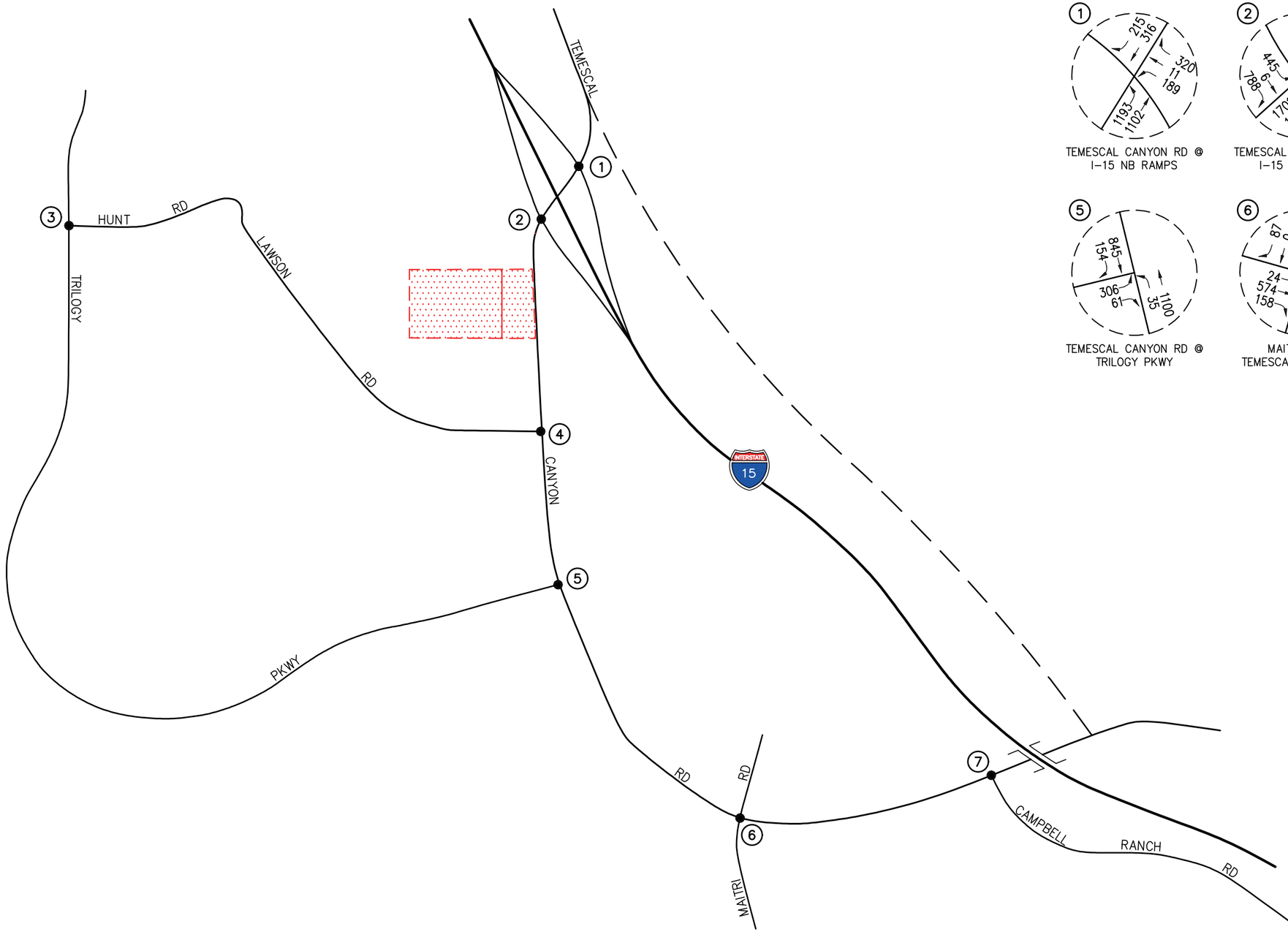
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

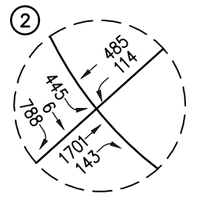
FIGURE 6-9

TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

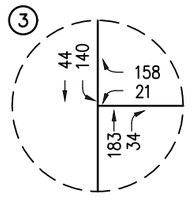
TEMESCAL MCP (COMMERCIAL), CORONA



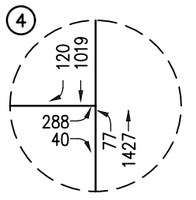
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

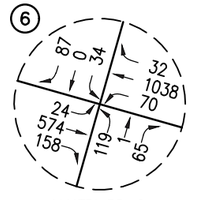


TRILOGY PKWY/
KNABE RD @
HUNT RD

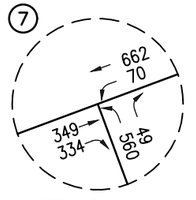


TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD



CAMPBELL RANCH RD @
TEMESCAL CANYON RD

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-10.dwg LDP 08:02:58 06-18-2024 aguilar

LLG

N NO SCALE

KEY

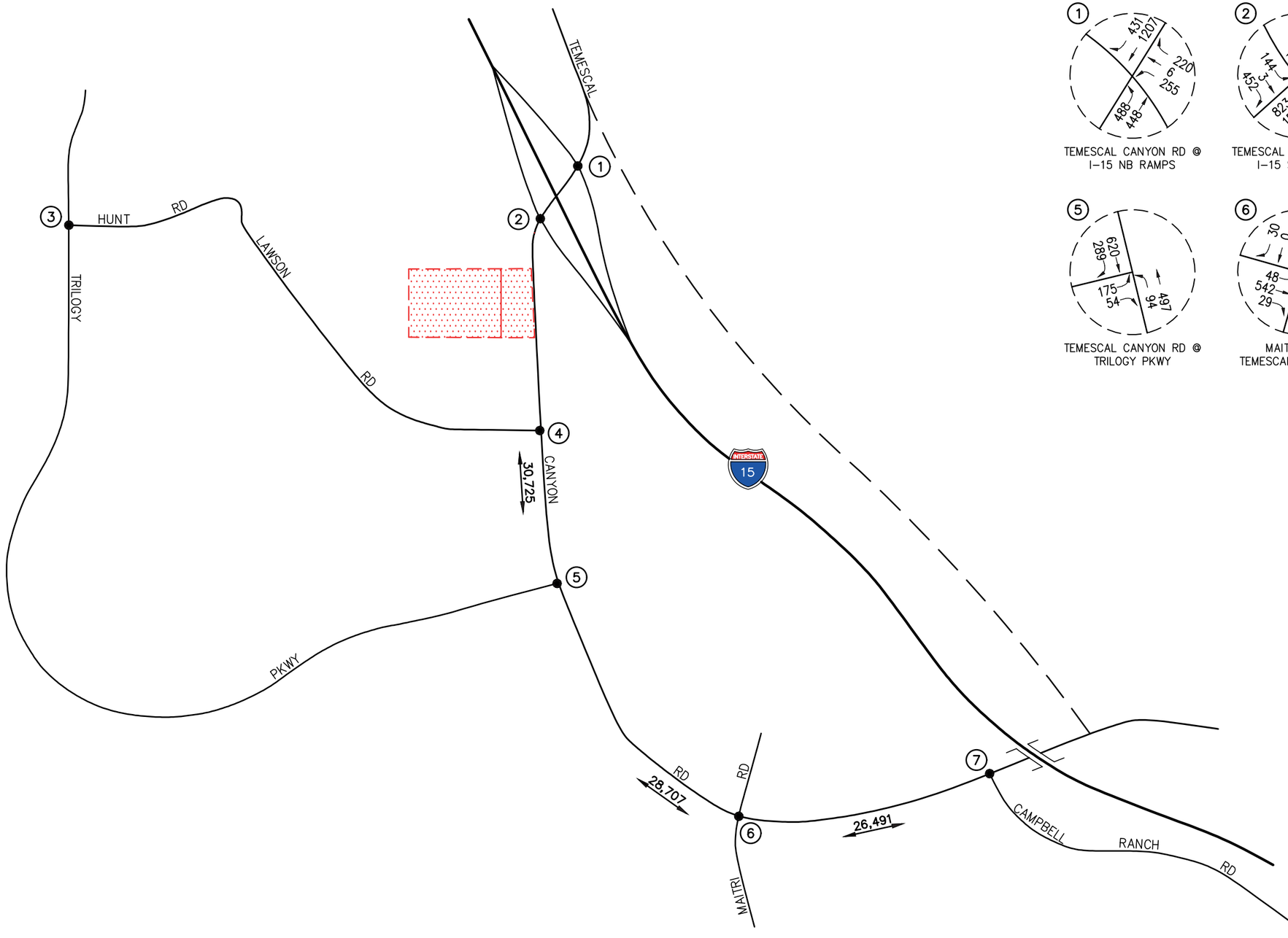
(#) = STUDY INTERSECTION

= PROJECT SITE

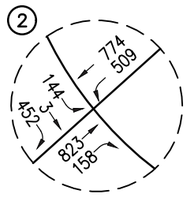
FIGURE 6-10

YEAR 2045 WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES

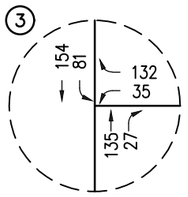
TEMESCAL MCP (COMMERCIAL), CORONA



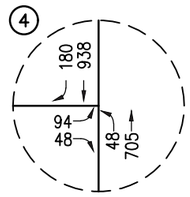
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

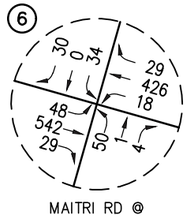


TRILOGY PKWY/
KNABE RD @
HUNT RD

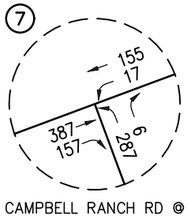


TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD



CAMPBELL RANCH RD @
TEMESCAL CANYON RD

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LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

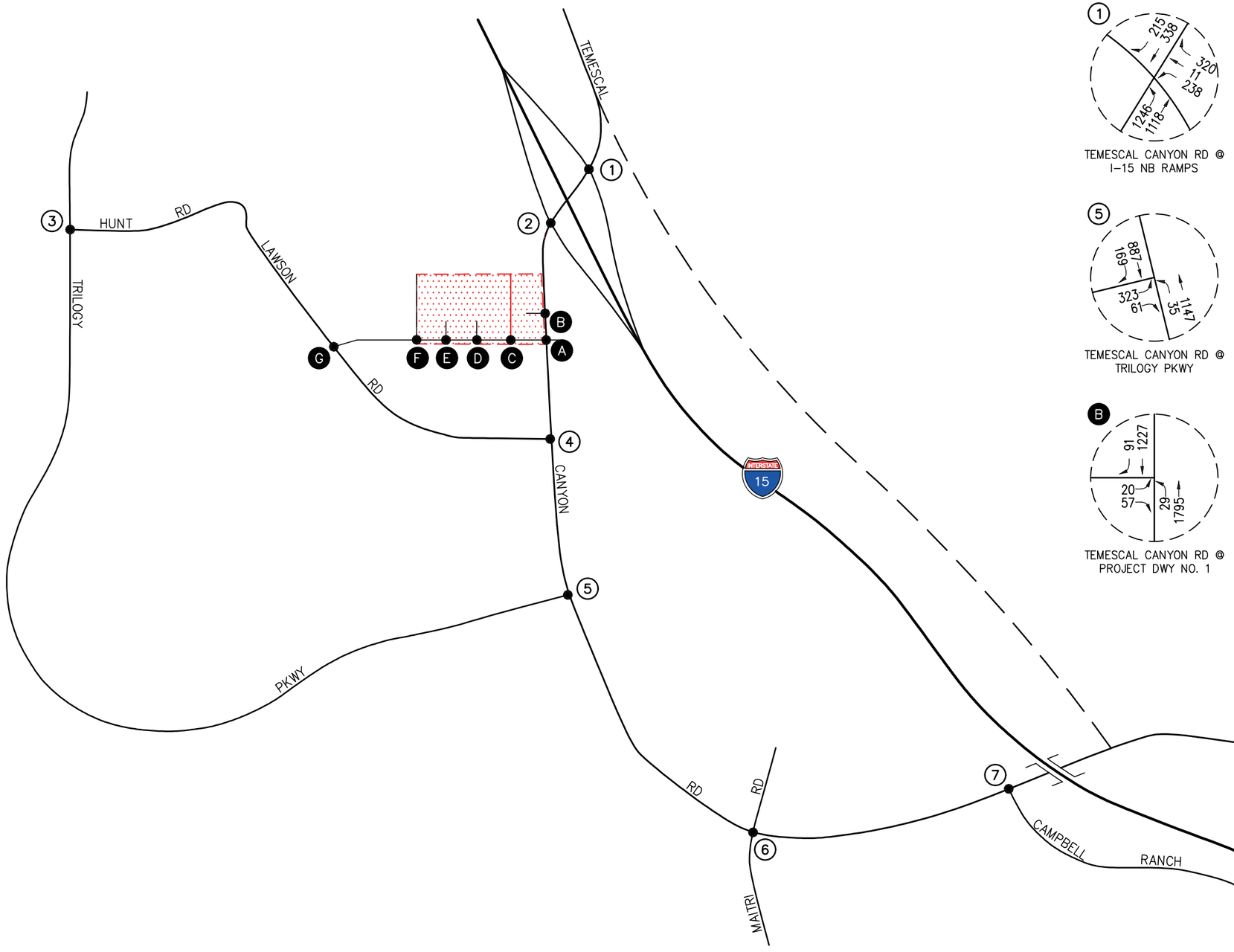
XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

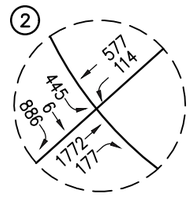
FIGURE 6-11

YEAR 2045 WITHOUT PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

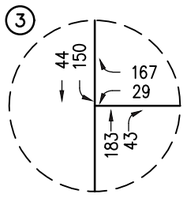
TEMESCAL MCP (COMMERCIAL), CORONA



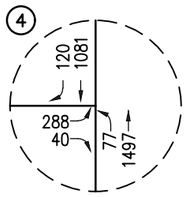
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

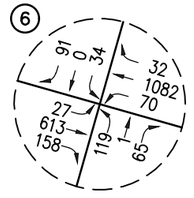


TRILOGY PKWY/
KNABE RD @
HUNT RD

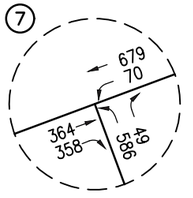


TEMESCAL CANYON RD @
LAWSON RD

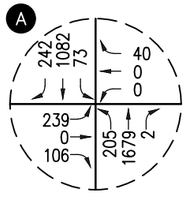
TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD

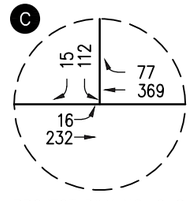


CAMPBELL RANCH RD @
TEMESCAL CANYON RD

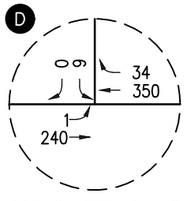


TEMESCAL CANYON RD @
STREET A

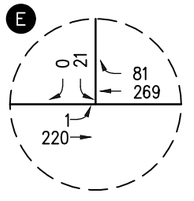
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



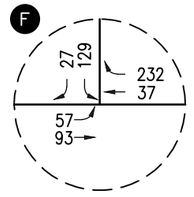
PROJECT DWY NO. 2 @
STREET A



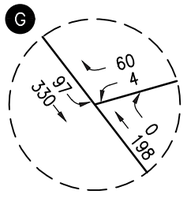
PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

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LLG

N NO SCALE

KEY

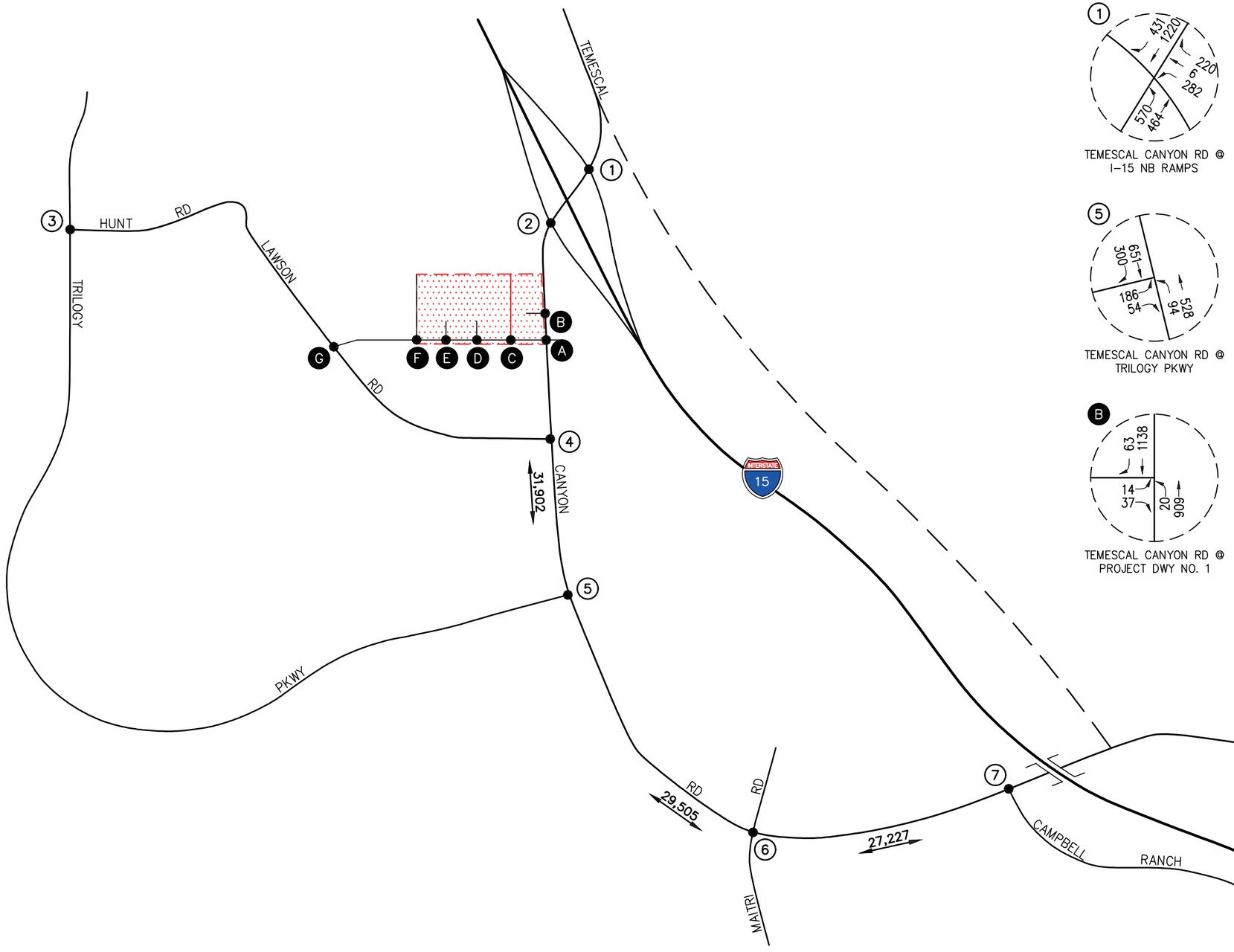
(#) = STUDY INTERSECTION

= PROJECT SITE

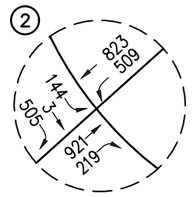
FIGURE 6-12

YEAR 2045 WITH COMMERCIAL PROJECT AM PEAK HOUR TRAFFIC VOLUMES

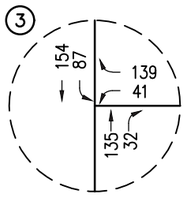
TEMESCAL MCP (COMMERCIAL), CORONA



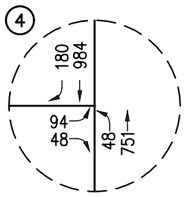
TEMESCAL CANYON RD @
I-15 NB RAMPS



TEMESCAL CANYON RD @
I-15 SB RAMPS

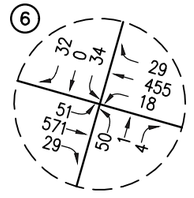


TRILOGY PKWY/
KNABE RD @
HUNT RD

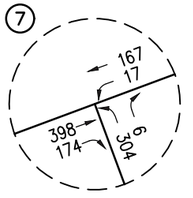


TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD



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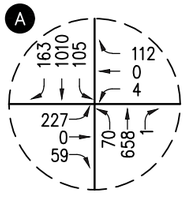
TEMESCAL CANYON RD



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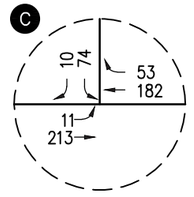
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1



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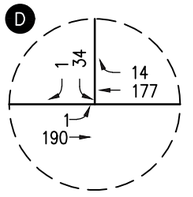

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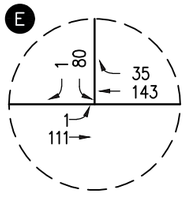
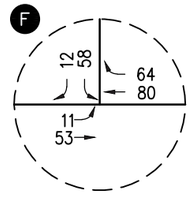
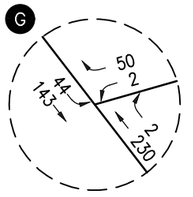


PROJECT DWY NO. 4 @
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

n:\4500\2224569 - temescal canyon industrial park, riverside county\dwg\4569 f6-13.dwg LDP 15:58:25 07-29-2024 aguilar

LLG

N NO SCALE

KEY

(#) = STUDY INTERSECTION

XX,XXX = DAILY TRAFFIC VOLUMES

= PROJECT SITE

FIGURE 6-13

YEAR 2045 WITH COMMERCIAL PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

TEMESCAL MCP (COMMERCIAL), CORONA

TABLE 6-1
DESCRIPTION OF CUMULATIVE PROJECTS[17]

No.	Cumulative Project	Location/Address	Description
Riverside County			
1.	CUP200004	South of I-15, East of Temescal Canyon Road	8,559 SF Banquet, 1,800 SF Multipurpose Facility, 81,573 SF Retail, 6,790 SF Bakery with Drive-Through, 12,844 SF greenhouse, 6,850 SF Barn, 4,400 SF Amusement, 8,198 SF Waterpark
2.	CUP200044	Between Temescal Canyon Road and Park Canyon Drive	183,456 SF Warehouse
3.	CUP200048	South of I-15, East of Temescal Canyon Road	16,130 SF Commercial
4.	PPT220036	East of Temescal Canyon Road	201,264 SF Warehouse
5.	PPT220039	Between Temescal Canyon Road and Park Canyon Drive	183,456 SF Industrial
6.	PPT220046	Between I-15 and Temescal Canyon Road	12,025 SF Retail
7.	PPT230009	Serrano Specific Plan	330,400 SF Industrial
8.	PPT230010	Serrano Specific Plan	968,000 SF Industrial
9.	PPT230011	Serrano Specific Plan	1,001,000 SF Industrial
10.	PPT230012	Serrano Specific Plan	350,000 SF Industrial
11.	PPT230013	Serrano Specific Plan	586,800 SF Industrial
12.	PPT230014	Serrano Specific Plan	231,280 SF Industrial
13.	PPT230015	Serrano Specific Plan	216,500 SF Industrial
14.	CUP200011 (Glen Ivy Senior Living)	SWC of Temescal Canyon Road at Trilogy Parkway	216 DU Senior Living Attached, 256 Beds Assisted Living
15.	CUP210014	SWC of Temescal Canyon Road at Dawson Canyon Road	3,094 SF Marijuana Dispensary
16.	PP25776	SWC of Temescal Canyon Road at Squaw Mountain Road	57,650 SF Church
17.	PP26209	Juni Court	80 DU Single Family Attached
18.	PP26290 (Toscana Village Center)	NWC of Temescal Canyon Road at Indian Truck Trail	194,000 SF Commercial
19.	PPT180018	Terramor	162 DU Multifamily

Notes:

- SF = Square-Feet
- DU = Dwelling Unit

[17] Source: Riverside County.

TABLE 6-1 (CONTINUED)
DESCRIPTION OF CUMULATIVE PROJECTS[18]

No.	Cumulative Project	Location/Address	Description
Riverside County			
20.	TR33688	North of Hunt Road	54 DU Single Family Detached
21.	TTM37556, TTM38051	Terramor	250 DU Single Family Detached
22.	PAR230071 (Yee Property)	Between Lawson Road and Temescal Canyon Road	800 Students High School, 48 Single Family Detached
23.	PAR220056	SWC of I-15 at Temescal Canyon Road	25 VFP, 1,300 SF Lounge, 5,000 SF Restaurant Food Court, 6,250 SF Convenience Store
24.	FGPA Residential Project	NEC of Lawson Road at Street A	350 DU Multifamily

Notes:

- SF = Square-Feet
- DU = Dwelling Unit
- VFP = Vehicle Fueling Position

[18] Source: Riverside County.

TABLE 6-2
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[19]

Cumulative Project		Daily 2-Way	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
1.	CUP200004	5,274	109	71	180	150	168	318
2.	CUP200044	314	24	7	31	9	24	33
3.	CUP200048	790	21	13	34	32	32	64
4.	PPT220036	344	26	8	34	10	26	36
5.	PPT220039	893	120	16	136	17	102	119
6.	PPT220046	589	15	10	25	24	23	47
7.	PPT230009	1,609	215	29	244	30	185	215
8.	PPT230010	4,714	630	86	716	88	541	629
9.	PPT230011	4,875	652	89	741	91	560	651
10.	PPT230012	1,705	228	31	259	32	196	228
11.	PPT230013	2,858	382	52	434	53	328	381
12.	PPT230014	1,126	150	21	171	21	129	150
13.	PPT230015	1,054	141	19	160	20	121	141
14.	CUP200011 (Glen Ivy Senior Living)	1,366	43	46	89	54	61	115
15.	CUP210014	653	17	16	33	30	29	59
16.	PP25776	438	11	7	18	12	16	28
17.	PP26209	576	12	26	38	26	20	46
18.	PP26290 (Toscana Village Center)	6,462	91	56	147	225	244	469
19.	PPT180018	1,092	16	49	65	52	31	83
20.	TR33688	509	10	28	38	32	19	51
21.	TTM37556, TTM38051	2,358	46	129	175	148	87	235
22.	PAR230071 (Yee Property)	2,005	292	158	450	82	75	157
23.	PAR220056	5,600	171	178	349	204	182	386
24.	FGPA Residential Project	1,470	24	93	117	79	48	127
	Total Cumulative Projects Trip Generation Potential	**48,674**	**3,446**	**1,238**	**4,684**	**1,521**	**3,247**	**4,768**

[19] Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).* Where applicable, pass-by adjustment factors were utilized and are reflected in the cumulative projects trip generation potential.

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Impact Criteria and Thresholds

The relative impact of the proposed Project during the AM peak hour and PM peak hour was evaluated based on analysis of future operating conditions at the key study intersection, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the following traffic impact criteria.

Riverside County allows LOS "D" to be used as the maximum acceptable threshold for the study intersections.

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which HCM calculations have been performed at the key study intersections for near-term (Year 2026 and Year 2028) and long-term traffic conditions:

A. Existing Traffic Conditions;
B. Existing With A.G. (Ambient Growth) to the Year 2026 With Commercial Project Traffic Conditions;
C. Scenario (B) with Improvements, if necessary;
D. Tier I: Existing With A.G. (Ambient Growth) to the Year 2028 With Commercial Project and FGPA Residential Project Traffic Conditions;
E. Scenario (D) with Improvements, if necessary;
F. Tier II: Existing With A.G. (Ambient Growth) to the Year 2028 With Commercial Project With Cumulative Projects Traffic Conditions;
G. Scenario (F) with Improvements, if necessary;
H. Year 2045 Without Project Traffic Conditions;
I. Year 2045 With Commercial Project Traffic Conditions; and
J. Scenario (I) With Improvements, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing With Ambient Growth With Commercial Project Traffic Conditions

Table 8-1 summarizes the peak hour level of service results at the seven (7) key study intersections for "Existing With Ambient Growth With Commercial Project" traffic conditions. The first column (1) of HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic. The second column (2) lists Existing With Ambient Growth With Commercial Project traffic conditions. The third column (3) shows the increase in delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria standards in this report. The fourth column (4) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

8.1.1 *Existing Traffic Conditions*

Review of column (1) of *Table 8-1* indicates that for Existing traffic conditions, the intersection of Maitri Road at Temescal Canyon Road currently operates at unacceptable levels of service during the AM and PM peak hours. The remaining key study intersections currently operate at acceptable levels of service during the AM and PM peak hours.

Appendix C presents the Existing HCM/LOS calculations for the seven (7) key study intersections.

8.1.2 *Existing With Ambient Growth With Commercial Project Traffic Conditions*

Review of column (2) of *Table 8-1* indicates that for Existing With Ambient Growth With Commercial Project traffic conditions, two (2) of the seven (7) key study intersections are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections forecast to operate at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
4. Temescal Canyon Road at Lawson Road	48.4	E	--	--
6. Maitri Road at Temescal Canyon Road	133.2	F	53.4	F

Review of column (3) of *Table 8-1* indicates that two (2) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Existing With Ambient Growth With Commercial Project traffic conditions when compared to the target LOS defined in this report. However, as shown in column (4) of *Table 8-1*, the implementation of recommended improvements at the deficient locations improves the two (2) intersections to acceptable service levels.

Appendix C also presents the Existing With Ambient Growth With Commercial Project HCM/LOS calculations for the seven (7) key study intersections.

TABLE 8-1

EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2026) With Commercial Project Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2026) With Commercial Project With Improvements	
			HCM	LOS	HCM	LOS	Increase	Yes/No	HCM	LOS
1. Temescal Canyon Road at	AM	LOS D	23.8	C	27.3	C	3.5	No	--	--
I-15 NB Ramps	PM		25.2	C	31.2	C	6	No	--	--
2. Temescal Canyon Road at	AM	LOS D	28.9	C	48.0	D	19.1	No	--	--
I-15 SB Ramps	PM		26.8	C	30.0	C	3.2	No	--	--
3. Trilogy Parkway/Knabe Road at	AM	LOS D	8.6	A	8.8	A	0.2	No	--	--
Hunt Road	PM		8.4	A	8.6	A	0.2	No	--	--
4. Temescal Canyon Road at	AM	LOS D	28.1	D	**48.4**	**E**	**20.3**	**Yes**	22.0	C
Lawson Road	PM		16.5	C	19.1	C	2.6	No	16.3	C
5. Temescal Canyon Road at	AM	LOS D	9.9	A	12.3	B	2.4	No	--	--
Trilogy Parkway	PM		11.6	B	12.1	B	0.5	No	--	--
6. Maitri Road at	AM	LOS D	**91.0**	**F**	**133.2**	**F**	**42.2**	**Yes**	16.5	B
Temescal Canyon Road	PM		**35.0**	**E**	**53.4**	**F**	**18.4**	**Yes**	12.7	B
7. Campbell Ranch Road at	AM	LOS D	21.1	C	21.6	C	0.5	No	--	--
Temescal Canyon Road	PM		12.0	B	12.4	B	0.4	No	--	--

Notes:

- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- s/v = seconds per vehicle
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards defined in this traffic study.

8.2 Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions

Table 8-2 summarizes the peak hour level of service results at the seven (7) key study intersections for "Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project " traffic conditions and is similar in setup to *Table 8-1*.

Review of column (2) of *Table 8-2* indicates that for Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions, three (3) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
2. Temescal Canyon Road at I-15 SB Ramps	59.8	E	--	--
4. Temescal Canyon Road at Lawson Road	39.9	E	--	--
6. Maitri Road at Temescal Canyon Road	157.5	F	63.7	F

Review of column (3) of *Table 8-2* indicates that three (3) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions when compared to the target LOS defined in this report. However, as shown in column (4) of *Table 8-2*, the implementation of recommended improvements at the deficient locations improves these intersections to acceptable service levels.

Appendix D presents the Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project HCM/LOS calculations for the seven (7) key study intersections.

8.3 Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions

Table 8-3 summarizes the peak hour level of service results at the seven (7) key study intersections for "Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project" traffic conditions and is similar in setup to *Tables 8-1* and *8-2*.

Review of column (2) of *Table 8-3* indicates that for Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions, four (4) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1. Temescal Canyon Road at I-15 NB Ramps	--	--	86.9	F
2. Temescal Canyon Road at I-15 SB Ramps	113.7	F	80.7	F
4. Temescal Canyon Road at Lawson Road	10,000.0	F	64.7	F
6. Maitri Road at Temescal Canyon Road	287.7	F	243.8	F

Review of column (3) of *Table 8-3* indicates that four (4) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions when compared to the target LOS defined in this report. However, as shown in column (4) of *Table 8-3*, the implementation of recommended improvements at the deficient locations improves these intersections to acceptable service levels.

Appendix D also presents the Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects HCM/LOS calculations for the seven (7) key study intersections.

TABLE 8-2
TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT
PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2028) With Commercial and FGPA Residential Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2028) With Commercial and FGPA Residential With Improvements	
			HCM	LOS	HCM	LOS	Increase	Yes/No	HCM	LOS
1. Temescal Canyon Road at	AM	LOS D	23.8	C	28.9	C	5.1	No	--	--
I-15 NB Ramps	PM		25.2	C	34.7	C	9.5	No	--	--
2. Temescal Canyon Road at	AM	LOS D	28.9	C	**59.8**	**E**	**30.9**	**Yes**	25.2	C
I-15 SB Ramps	PM		26.8	C	33.0	C	6.2	No	24.7	C
3. Trilogy Parkway/Knabe Road at	AM	LOS D	8.6	A	8.9	A	0.3	No	--	--
Hunt Road	PM		8.4	A	8.7	A	0.3	No	--	--
4. Temescal Canyon Road at	AM	LOS D	28.1	D	**39.9**	**E**	**11.8**	**Yes**	19.7	C
Lawson Road	PM		16.5	C	19.2	C	2.7	No	15.9	C
5. Temescal Canyon Road at	AM	LOS D	9.9	A	13.8	B	3.9	No	--	--
Trilogy Parkway	PM		11.6	B	12.3	B	0.7	No	--	--
6. Maitri Road at	AM	LOS D	**91.0**	**F**	**157.5**	**F**	**66.5**	**Yes**	17.6	B
Temescal Canyon Road	PM		**35.0**	**E**	**63.7**	**F**	**28.7**	**Yes**	12.8	B
7. Campbell Ranch Road at	AM	LOS D	21.1	C	22.0	C	0.9	No	--	--
Temescal Canyon Road	PM		12.0	B	12.5	B	0.5	No	--	--

Notes:

- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- s/v = seconds per vehicle
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards defined in this traffic study.

TABLE 8-3
TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS
PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2028) With Commercial With Cumulative Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2028) With Commercial With Cumulative With Improvements	
			HCM	LOS	HCM	LOS	Increase	Yes/No	HCM	LOS
1. Temescal Canyon Road at	AM	LOS D	23.8	C	53.4	D	29.6	No	29.9	C
I-15 NB Ramps	PM		25.2	C	**86.9**	**F**	**61.7**	**Yes**	44.0	D
2. Temescal Canyon Road at	AM	LOS D	28.9	C	**113.7**	**F**	**84.8**	**Yes**	36.6	D
I-15 SB Ramps	PM		26.8	C	**80.7**	**F**	**53.9**	**Yes**	34.3	C
3. Trilogy Parkway/Knabe Road at	AM	LOS D	8.6	A	9.9	A	1.3	No	--	--
Hunt Road	PM		8.4	A	9.5	A	1.1	No	--	--
4. Temescal Canyon Road at	AM	LOS D	28.1	D	**10,000.0**	**F**	**9,971.9**	**Yes**	14.0	B
Lawson Road	PM		16.5	C	**64.7**	**F**	**48.2**	**Yes**	30.4	C
5. Temescal Canyon Road at	AM	LOS D	9.9	A	36.9	D	27.0	No	--	--
Trilogy Parkway	PM		11.6	B	18.2	B	6.6	No	--	--
6. Maitri Road at	AM	LOS D	**91.0**	**F**	**287.7**	**F**	**196.7**	**Yes**	21.1	C
Temescal Canyon Road	PM		**35.0**	**E**	**243.8**	**F**	**208.8**	**Yes**	16.2	B
7. Campbell Ranch Road at	AM	LOS D	21.1	C	22.6	C	1.5	No	--	--
Temescal Canyon Road	PM		12.0	B	13.9	B	1.9	No	--	--

Notes:

- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- s/v = seconds per vehicle
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards defined in this traffic study.

8.4 Year 2045 With Commercial Project Traffic Conditions

Table 8-4 summarizes the peak hour level of service results at the seven (7) key study intersections for "Year 2045 With Commercial Project" traffic conditions. The first column (1) of Delay/LOS values in *Table 8-4* presents a summary of existing AM and PM peak hour traffic. The second column (2) lists Year 2045 Without Project traffic conditions and the third column (3) lists Year 2045 With Commercial Project traffic conditions. The fourth column (4) shows the increase in delay value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria standards defined in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

8.4.1 *Year 2045 Without Project Traffic Conditions*

Review of column (2) of *Table 8-4* indicates that for Year 2045 Without Project traffic conditions, four (4) of the seven (7) key study intersections are forecast to operate at an adverse level of service during the AM and/or PM peak hour when compared to the target LOS defined in this report. The remaining key study intersections currently operate at acceptable levels of service during the AM and PM peak hours. The intersections forecast to operate at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1. Temescal Canyon Road at I-15 NB Ramps	101.3	F	59.1	E
2. Temescal Canyon Road at I-15 SB Ramps	93.4	F	--	--
4. Temescal Canyon Road at Lawson Road	648.6	F	--	--
6. Maitri Road at Temescal Canyon Road	113.5	F	--	--

Appendix E the Year 2045 Without Project Delay/LOS calculations for the seven (7) key study intersections.

8.4.2 *Year 2045 With Commercial Project Traffic Conditions*

Review of column (3) of *Table 8-4* indicates that for Year 2045 With Commercial Project traffic conditions, four (4) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections forecast to operate at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1. Temescal Canyon Road at I-15 NB Ramps	199.3	F	78.1	E
2. Temescal Canyon Road at I-15 SB Ramps	119.2	F	--	--
4. Temescal Canyon Road at Lawson Road	755.4	F	36.2	E

6. Maitri Road at Temescal Canyon Road	135.6	F	35.8	E

Review of column (4) of *Table 8-4* indicates that four (4) of the seven (7) key study intersections will operate at deficient levels of service and exceed the target LOS under Year 2045 With Commercial Project traffic conditions when compared to the target LOS defined in this report. However, as shown in column (5) of *Table 8-4*, the implementation of recommended improvements at the deficient locations improves the four (4) intersections to acceptable service levels.

Appendix E also presents the Year 2045 With Commercial Project Delay/LOS calculations for the seven (7) key study intersections.

TABLE 8-4
YEAR 2045 WITH COMMERCIAL PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Commercial Traffic Conditions		(4) Deficiency		(5) Year 2045 With Commercial With Improvements	
			HCM	LOS	HCM	LOS	HCM	LOS	Increase	Yes/No	HCM	LOS
1. Temescal Canyon Road at	AM	LOS D	23.8	C	**101.3**	**F**	**119.3**	**F**	**18.0**	**Yes**	24.0	C
I-15 NB Ramps	PM		25.2	C	**59.1**	**E**	**78.1**	**E**	**19.0**	**Yes**	24.3	C
2. Temescal Canyon Road at	AM	LOS D	28.9	C	**93.4**	**F**	**119.2**	**F**	**25.8**	**Yes**	42.5	D
I-15 SB Ramps	PM		26.8	C	37.5	D	50.9	D	13.4	No	28.1	C
3. Trilogy Parkway/Knabe Road at	AM	LOS D	8.6	A	9.5	A	9.7	A	0.2	No	--	--
Hunt Road	PM		8.4	A	9.0	A	9.2	A	0.2	No	--	--
4. Temescal Canyon Road at	AM	LOS D	28.1	D	**648.6**	**F**	**755.4**	**F**	**106.8**	**Yes**	31.9	C
Lawson Road	PM		16.5	C	32.7	D	**36.2**	**E**	**3.5**	**Yes**	15.7	B
5. Temescal Canyon Road at	AM	LOS D	9.9	A	18.8	B	21.0	C	2.2	No	--	--
Trilogy Parkway	PM		11.6	B	13.5	B	13.7	B	0.2	No	--	--
6. Maitri Road at	AM	LOS D	**91.0**	**F**	**113.5**	**F**	**135.6**	**F**	**22.1**	**Yes**	19.1	B
Temescal Canyon Road	PM		**35.0**	**E**	28.4	D	**35.8**	**E**	**7.4**	**Yes**	10.5	B
7. Campbell Ranch Road at	AM	LOS D	21.1	C	18.1	B	18.4	B	0.3	No	--	--
Temescal Canyon Road	PM		12.0	B	15.6	B	15.6	B	0.0	No	--	--

Notes:

- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- s/v = seconds per vehicle
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards defined in this traffic study.

9.0 ROADWAY SEGMENT ANALYSIS

9.1 Existing With Ambient Growth With Commercial Project Traffic Conditions

Table 9-1 summarizes the roadway segment level of service results at the three (3) key roadway segments for "Existing With Ambient Growth With Commercial Project" traffic conditions. The first column (1) shows the number of lanes, the second column (2) shows the arterial classification, and the third column (3) shows the existing LOS "E" capacity. The fourth column (4) presents a summary of existing daily traffic conditions. The fifth column (5) lists Existing With Ambient Growth With Commercial Project daily traffic conditions. Column (5) also shows the increase in V/C ratio value due to the added daily Project trips and indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria defined in this report.

9.1.1 *Existing Traffic Conditions*

Review of column (4) of *Table 9-1* indicates that all three (3) key roadway segments currently operate at an adverse LOS E or F on a daily basis.

9.1.2 *Existing With Ambient Growth With Commercial Project Traffic Conditions*

Review of column (5) of *Table 9-1* indicates that for Existing With Ambient Growth With Commercial Project traffic conditions, all three (3) key roadway segments are forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service are:

		Daily	
Key Roadway Segment	**Volume**	**V/C Ratio**	**LOS**
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	23,870	1.836	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	22,027	1.694	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	20,135	1.035	F

To determine if the Commercial Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. As shown in ***Table 9-2***, two (2) of the locations are forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. However, as shown in column (4) of *Table 9-2*, the implementation of recommended improvements at the deficient approaches improves the approaches to an acceptable service level. The remaining location is forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

TABLE 9-1

EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment	Minimum Acceptable LOS	(1) No. of Existing Lanes	(2) Arterial Classification	(3) Existing Capacity	(4) Existing Traffic Conditions			(5) Existing With A.G. (Year 2026) With Commercial Project Traffic Conditions				
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Adverse (Yes/No)
A. Temescal Canyon Road between I-15 SB Ramps and Trilogy Parkway	D	2D	Collector	13,000	**21,776**	**1.675**	**F**	**23,870**	**1.836**	**F**	**0.161**	**Yes**
B. Temescal Canyon Road between Trilogy Parkway and Maitri Road	D	2U	Collector	13,000	**20,381**	**1.568**	**F**	**22,027**	**1.694**	**F**	**0.126**	**Yes**
C. Temescal Canyon Road between Maitri Road and Campbell Ranch Road	D	3U	Secondary/ Collector	19,450	**18,625**	**0.958**	**E**	**20,135**	**1.035**	**F**	**0.077**	**Yes**

Notes:

- **BOLD V/C ratio** indicates unacceptable service level

TABLE 9-2
EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	Approach	Time Period	(1) Link Capacity (VPHPL)	(2) Existing With A.G. (Year 2026) With Commercial Project Traffic Conditions					(3) Deficient	(4) Existing With A.G. (Year 2026) With Commercial Project With Improvements Traffic Conditions				
					Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS	Yes/No	Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	Collector	Northbound	AM	1,600	1	1,600	**1,459**	**0.912**	**E**	**Yes**	2	3,200	1,459	0.456	A
			PM	1,600	1	1,600	572	0.358	A	No	2	3,200	572	0.179	A
		Southbound	AM	1,600	1	1,600	691	0.432	A	No	1	1,600	691	0.432	A
			PM	1,600	1	1,600	788	0.493	A	No	1	1,600	788	0.493	A
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	Collector	Northbound	AM	1,600	1	1,600	**1,458**	**0.911**	**E**	**Yes**	2	3,200	1,458	0.456	A
			PM	1,600	1	1,600	407	0.254	A	No	2	3,200	407	0.127	A
		Southbound	AM	1,600	1	1,600	520	0.325	A	No	1	1,600	520	0.325	A
			PM	1,600	1	1,600	682	0.426	A	No	1	1,600	682	0.426	A
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	Secondary/ Collector	Eastbound	AM	1,600	1	1,600	440	0.275	A	No	--	--	--	--	--
			PM	1,600	1	1,600	654	0.409	A	No	--	--	--	--	--
		Westbound	AM	1,600	2	3,200	1,368	0.428	A	No	--	--	--	--	--
			PM	1,600	2	3,200	353	0.110	A	No	--	--	--	--	--

Notes:

- VPHPL = Vehicles Per Hour Per Lane
- VPH = Vehicles Per Hour
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions

9.2 Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions

Table 9-3 summarizes the roadway segment level of service results at the three (3) key roadway segments for "Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project " traffic conditions, and is similar in setup to *Table 9-1*.

Review of column (5) of *Table 9-3* indicates that for Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions, all three (3) key roadway segments are forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service are:

		Daily	
Key Roadway Segment	**Volume**	**V/C Ratio**	**LOS**
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	24,836	1.910	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	22,933	1.764	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	20,970	1.078	F

To determine if the Commercial and Residential Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. As shown in ***Table 9-4***, two (2) of the locations are forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. However, as shown in column (4) of *Table 9-4*, the implementation of recommended improvements at the deficient approaches improves the approaches to an acceptable service level. The remaining location is forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

9.3 Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions

Table 9-5 summarizes the roadway segment level of service results at the three (3) key roadway segments for "Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project With Cumulative Projects" traffic conditions and is similar in setup to *Tables 9-1* and *9-3*.

Review of column (5) of *Table 9-5* indicates that for Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions, all three (3) key roadway segments are forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service are:

Key Roadway Segment	Daily Volume	Daily V/C Ratio	Daily LOS
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	34,372	2.644	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	30,698	2.361	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	28,422	1.461	F

To determine if the Commercial Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. As shown in ***Table 9-6***, two (2) of the locations are forecast to operate at an unacceptable LOS F in the northbound direction during the AM peak hour. However, as shown in column (4) of *Table 9-6*, the implementation of recommended improvements at the deficient approaches improves the approaches to an acceptable service level. The remaining location is forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

TABLE 9-3

TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment	Minimum Acceptable LOS	(1) No. of Existing Lanes	(2) Arterial Classification	(3) Existing Capacity	(4) Existing Traffic Conditions			(5) Existing With A.G. (Year 2028) With Commercial and FGPA Residential Traffic Conditions				
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Adverse (Yes/No)
A. Temescal Canyon Road between I-15 SB Ramps and Trilogy Parkway	D	2D	Collector	13,000	**21,776**	**1.675**	**F**	**24,836**	**1.910**	**F**	**0.235**	**Yes**
B. Temescal Canyon Road between Trilogy Parkway and Maitri Road	D	2U	Collector	13,000	**20,381**	**1.568**	**F**	**22,933**	**1.764**	**F**	**0.196**	**Yes**
C. Temescal Canyon Road between Maitri Road and Campbell Ranch Road	D	3U	Secondary/ Collector	19,450	**18,625**	**0.958**	**E**	**20,970**	**1.078**	**F**	**0.120**	**Yes**

Notes:

- **BOLD V/C ratio** indicates unacceptable service level

TABLE 9-4
TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	Approach	Time Period	(1) Link Capacity (VPHPL)	(2) Existing With A.G. (Year 2028) With Commercial and FGPA Residential Traffic Conditions					(3) Deficient	(4) Existing With A.G. (Year 2028) With Commercial and FGPA Residential With Improvements Traffic Conditions				
					Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS	Yes/No	Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	Collector	Northbound	AM	1,600	1	1,600	**1,514**	**0.946**	**E**	**Yes**	2	3,200	1,514	0.473	A
			PM	1,600	1	1,600	597	0.373	A	No	2	3,200	597	0.187	A
		Southbound	AM	1,600	1	1,600	720	0.450	A	No	1	1,600	720	0.450	A
			PM	1,600	1	1,600	820	0.513	A	No	1	1,600	820	0.513	A
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	Collector	Northbound	AM	1,600	1	1,600	**1,514**	**0.946**	**E**	1,600	2	3,200	1,514	0.473	A
			PM	1,600	1	1,600	424	0.265	A	1,600	2	3,200	424	0.133	A
		Southbound	AM	1,600	1	1,600	541	0.338	A	1,600	1	1,600	541	0.338	A
			PM	1,600	1	1,600	708	0.443	A	1,600	1	1,600	708	0.443	A
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	Secondary/ Collector	Eastbound	AM	1,600	1	1,600	459	0.287	A	1,600	--	--	--	--	--
			PM	1,600	1	1,600	679	0.424	A	1,600	--	--	--	--	--
		Westbound	AM	1,600	2	3,200	1,420	0.444	A	3,200	--	--	--	--	--
			PM	1,600	2	3,200	368	0.115	A	3,200	--	--	--	--	--

Notes:

- VPHPL = Vehicles Per Hour Per Lane
- VPH = Vehicles Per Hour
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions

TABLE 9-5
TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment	Minimum Acceptable LOS	(1) No. of Existing Lanes	(2) Arterial Classification	(3) Existing Capacity	(4) Existing Traffic Conditions			(5) Existing With A.G. (Year 2028) With Commercial With Cumulative Traffic Conditions				
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Adverse (Yes/No)
A. Temescal Canyon Road between I-15 SB Ramps and Trilogy Parkway	D	2D	Collector	13,000	**21,776**	**1.675**	**F**	**34,372**	**2.644**	**F**	**0.969**	**Yes**
B. Temescal Canyon Road between Trilogy Parkway and Maitri Road	D	2U	Collector	13,000	**20,381**	**1.568**	**F**	**30,698**	**2.361**	**F**	**0.793**	**Yes**
C. Temescal Canyon Road between Maitri Road and Campbell Ranch Road	D	3U	Secondary/ Collector	19,450	**18,625**	**0.958**	**E**	**28,422**	**1.461**	**F**	**0.503**	**Yes**

Notes:

- **BOLD V/C ratio** indicates unacceptable service level

TABLE 9-6
TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	Approach	Time Period	(1) Link Capacity (VPHPL)	(2) Existing With A.G. (Year 2028) With Commercial With Cumulative Traffic Conditions					(3) Deficient	(4) Existing With A.G. (Year 2028) With Commercial With Cumulative With Improvements Traffic Conditions				
					Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS	Yes/No	Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	Collector	Northbound	AM	1,600	1	1,600	**1,820**	**1.138**	**F**	**Yes**	2	3,200	1,820	0.569	A
			PM	1,600	1	1,600	842	0.526	A	No	2	3,200	842	0.263	A
		Southbound	AM	1,600	1	1,600	1,083	0.677	B	No	1	1,600	1,083	0.677	B
			PM	1,600	1	1,600	1,261	0.788	C	No	1	1,600	1,261	0.788	C
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	Collector	Northbound	AM	1,600	1	1,600	**1,745**	**1.091**	**F**	**Yes**	2	3,200	1,745	0.545	A
			PM	1,600	1	1,600	599	0.374	A	No	2	3,200	599	0.187	A
		Southbound	AM	1,600	1	1,600	831	0.519	A	No	1	1,600	831	0.519	A
			PM	1,600	1	1,600	1,065	0.666	B	No	1	1,600	1,065	0.666	B
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	Secondary/ Collector	Eastbound	AM	1,600	1	1,600	745	0.466	A	No	--	--	--	--	--
			PM	1,600	1	1,600	1,039	0.649	B	No	--	--	--	--	--
		Westbound	AM	1,600	2	3,200	1,637	0.512	A	No	--	--	--	--	--
			PM	1,600	2	3,200	547	0.171	A	No	--	--	--	--	--

Notes:

- VPHPL = Vehicles Per Hour Per Lane
- VPH = Vehicles Per Hour
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions

9.4 Year 2045 With Commercial Project Traffic Conditions

Table 9-7 summarizes the roadway segment level of service results at the three (3) key roadway segments for "Year 2045 With Commercial Project" traffic conditions. The first column (1) shows the number of lanes, the second column (2) shows the arterial classification, and the third column (3) shows the existing LOS "E" capacity. The fourth column (4) presents a summary of existing daily traffic conditions. The fifth column (5) lists Year 2045 Without Project daily traffic conditions. Column (5) also shows the increase in V/C ratio value due to the added daily Project trips and indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria defined in this report.

9.4.1 *Year 2045 Without Project Traffic Conditions*

Review of column (4) of *Table 9-7* indicates that the three (3) key roadway segments are forecast to operate at an adverse LOS F on a daily basis.

9.4.2 *Year 2045 With Commercial Project Traffic Conditions*

Review of column (5) of *Table 9-7* indicates that for Year 2045 With Commercial Project traffic conditions, all three (3) key roadway segments are forecast to operate at an adverse LOS on a daily basis. The roadway segments forecast to operate at an adverse level of service are:

		Daily	
Key Roadway Segment	**Volume**	**V/C Ratio**	**LOS**
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	31,902	2.454	F
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	29,505	2.270	F
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	27,227	1.400	F

To determine if the Commercial Project creates a deficiency, these adverse roadway segments are further analyzed under peak hour conditions to determine if there are any peak hour deficiencies. As shown in ***Table 9-8***, one (1) of the locations is forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. However, as shown in column (4) of *Table 9-8*, the implementation of recommended improvements at the deficient approach improves the approach to an acceptable service level. The remaining locations are forecast to operate at acceptable LOS in both directions during the AM and PM peak hours.

TABLE 9-7
YEAR 2045 WITH COMMERCIAL PROJECT ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment	Minimum Acceptable LOS	(1) No. of Existing Lanes	(2) Arterial Classification	(3) Existing Capacity at LOS "E"	(4) Year 2045 Without Project Traffic Conditions			(5) Year 2045 With Commercial Traffic Conditions				
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Adverse (Yes/No)
A. Temescal Canyon Road between I-15 SB Ramps and Trilogy Parkway	D	2D	Collector	13,000	**30,725**	**2.363**	**F**	**31,902**	**2.454**	**F**	**0.091**	**Yes**
B. Temescal Canyon Road between Trilogy Parkway and Maitri Road	D	2U	Collector	13,000	**28,707**	**2.208**	**F**	**29,505**	**2.270**	**F**	**0.062**	**Yes**
C. Temescal Canyon Road between Maitri Road and Campbell Ranch Road	D	3U	Secondary/ Collector	19,450	**26,491**	**1.362**	**F**	**27,227**	**1.400**	**F**	**0.038**	**Yes**

Notes:

- **BOLD V/C ratio** indicates unacceptable service level

TABLE 9-8
YEAR 2045 WITH COMMERCIAL PROJECT PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	Approach	Time Period	(1) Link Capacity (VPHPL)	(2) Year 2045 With Commercial Traffic Conditions					(3) Deficient	(4) Year 2045 With Commercial With Improvements Traffic Conditions				
					Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS	Yes/No	Lanes	Total Link Capacity (VPH)	Peak Hour Volume	V/C Ratio	LOS
A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway	Collector	Northbound	AM	1,600	1	1,600	**1,574**	**0.984**	**E**	**Yes**	2	3,200	1,57**4**	0.492	A
			PM	1,600	1	1,600	799	0.499	A	No	2	3,200	799	0.250	A
		Southbound	AM	1,600	1	1,600	1,121	0.701	C	No	1	1,600	1,121	0.701	C
			PM	1,600	1	1,600	1,032	0.645	B	No	1	1,600	1,032	0.645	B
B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road	Collector	Northbound	AM	1,600	1	1,600	1,292	0.808	D	No	--	--	--	--	--
			PM	1,600	1	1,600	537	0.336	A	No	--	--	--	--	--
		Southbound	AM	1,600	1	1,600	798	0.499	A	No	--	--	--	--	--
			PM	1,600	1	1,600	651	0.407	A	No	--	--	--	--	--
C. Temescal Canyon Road, between Maitri Road and Campbell Ranch Road	Secondary/ Collector	Eastbound	AM	1,600	1	1,600	712	0.445	A	No	--	--	--	--	--
			PM	1,600	1	1,600	609	0.381	A	No	--	--	--	--	--
		Westbound	AM	1,600	2	3,200	1,184	0.370	A	No	--	--	--	--	--
			PM	1,600	2	3,200	502	0.157	A	No	--	--	--	--	--

Notes:

- VPHPL = Vehicles Per Hour Per Lane
- VPH = Vehicles Per Hour
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions

10.0 TRAFFIC SIGNAL WARRANT ANALYSIS

The level of service analyses at the key unsignalized impacted study intersections that are recommended to be signalized are supplemented with an assessment of the need for signalization of the intersections. This assessment is made on the basis of signal warrant criteria. For this study, the need for signalization is assessed on the basis of the peak-hour traffic signal warrant; Warrant #3 described in the *California Manual on Uniform Traffic Control Devices (MUTCD).* Warrant #3 has two parts: 1) Part A evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay and 2) Part B evaluates peak-hour traffic volumes on the major and minor streets. This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available; however, they cannot be checked under future conditions because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are satisfied. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

10.1 Existing With Ambient Growth With Commercial Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for Existing With Ambient Growth With Commercial Project traffic conditions are summarized in column (1) of ***Table 10-1***. The results indicate that the following one (1) key unsignalized deficient intersection has future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and Part B for the AM and PM peak hours:

- 6. Maitri Road at Temescal Canyon Road

The analysis and the recommended improvements show that the above-mentioned intersection in Existing With Ambient Growth With Commercial Project traffic conditions is recommended to be signalized. With signalization of this intersection, which is warranted, this intersection is forecast to operate at acceptable service levels during the AM and PM peak hours. Thus, it is concluded from *Table 10-1* that a traffic signal is justified at this location.

The intersection of Temescal Canyon Road at Lawson Road does not exceed the volume thresholds of Warrant #3. A traffic signal is not recommended at this location.

The Existing With Ambient Growth With Commercial Project Signal Warrant Analysis worksheets are contained in ***Appendix F***.

10.2 Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions are summarized in column (2) of *Table 10-1*. The results indicate that the following one (1) key unsignalized deficient intersection has future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and Part B for the AM and PM peak hours:

- 6. Maitri Road at Temescal Canyon Road

The analysis and the recommended improvements show that the above-mentioned intersection in Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions is recommended to be signalized. With signalization of this intersection, which is warranted, this intersection is forecast to operate at acceptable service levels during the AM and PM peak hours. Thus, it is concluded from *Table 10-1* that a traffic signal is justified at this location.

The intersection of Temescal Canyon Road at Lawson Road does not exceed the volume thresholds of Warrant #3. A traffic signal is not recommended at this location.

The Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Signal Warrant Analysis worksheets are contained in *Appendix F*.

10.3 Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions are summarized in column (3) of *Table 10-1*. The results indicate that the following two (2) key unsignalized deficient intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hours:

- 4. Temescal Canyon Road at Lawson Road
- 6. Maitri Road at Temescal Canyon Road

The analysis and the recommended improvements show that the above-mentioned intersections in Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions are recommended to be signalized. With signalization of these intersections, which is warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. Thus, it is concluded from *Table 10-1* that a traffic signal is justified at these locations.

The Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Signal Warrant Analysis worksheets are contained in *Appendix F*.

10.4 Year 2045 With Commercial Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for Year 2045 With Commercial Project traffic conditions are summarized in column (4) of *Table 10-1*. The results indicate that the following two (2) key unsignalized deficient intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hours:

- 4. Temescal Canyon Road at Lawson Road
- 6. Maitri Road at Temescal Canyon Road

The analysis and the recommended improvements show that the above-mentioned intersections in Year 2045 With Commercial Project traffic conditions are recommended to be signalized. With signalization of these intersections, which is warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. Thus, it is concluded from *Table 10-1* that a traffic signal is justified at these locations.

The Year 2045 With Commercial Project Signal Warrant Analysis worksheets are contained in *Appendix F*.

TABLE 10-1
INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY

Key Intersection		Time Period	(1) Existing With A.G. (Year 2026) With Commercial Project Traffic Conditions		(2) Existing With A.G. (Year 2028) With Commercial and FGPA Residential Project Traffic Conditions		(3) Existing With A.G. (Year 2028) With Commercial With Cumulative Traffic Conditions		(4) Year 2045 With Commercial Traffic Conditions	
			Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
4.	Temescal Canyon Road at	AM	No	No	No	No	**Yes**	**Yes**	**Yes**	**Yes**
	Lawson Road	PM	No	No	No	No	No	**Yes**	No	**Yes**
6.	Maitri Road at	AM	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
	Temescal Canyon Road	PM	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

Notes:

- Signal Warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD.*

11.0 PLANNED AND RECOMMENDED IMPROVEMENTS

For the intersections where future traffic volumes are expected to result in poor operating conditions, this report recommends (identifies) improvements, which change the geometry to increase capacity. These capacity improvements usually involve roadway widening and/or restriping to reconfigure or add lanes to various approaches of a key intersection or key roadway segment. The proposed improvements are expected to address deficient levels of service.

Figures 11-1 through ***11-5*** present the planned and recommended improvements and intersection controls at the key study intersections. These are discussed in more detail in the sections below.

11.1 Project-Specific Improvements

The following project-specific improvements are to be constructed by the proposed Commercial Project along Temescal Canyon Road. Street A will be constructed between Street B and Temescal Canyon as an Industrial Collector, with two travel lanes and a two-way turn lane and Street B will be constructed as a collector with two travel lanes and a two-way-left-turn lane in conjunction with the Commercial Project. It should be noted that these improvements were discussed previously in *Section 2.2.1.*

- A. Temescal Canyon Road at Street A: Construct the west leg of the intersection and provide an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, an exclusive eastbound right-turn lane, and one inbound lane. Restripe the south leg of the intersection to convert the existing two-way left-turn lane to an exclusive southbound left-turn lane and to provide an exclusive northbound left-turn lane. Restripe the north leg of the intersection to provide an exclusive southbound right-turn lane. Restripe the east leg to provide a shared westbound left-turn/through/right-turn lane. Install a traffic signal and design for six-phase operation with east-west split phasing. Stripe crosswalks on all four legs.
- B. Temescal Canyon Road at Project Driveway No. 1: Construct the west leg of the intersection and provide an exclusive eastbound left-turn lane, an exclusive eastbound right-turn lane, and one inbound lane. Stripe a crosswalk on the west leg. Install a stop control on the west leg of the intersection.

11.2 Planned Improvements

The following planned improvements will be constructed by the FGPA Residential Project upon completion of proposed Street A between Lawson Road and Street B as a Collector with two travel lanes and a two-way-left-turn lane in Year 2028. It should be noted that these improvements were discussed previously in *Section 2.2.2.*

- G. Lawson Road at Street A: Construct the east leg and provide a shared westbound left-turn/right-turn lane and one inbound lane. Stripe a crosswalk on the east leg. Install a stop control on the east leg of the intersection.

11.3 Intersection Recommended Improvements

11.3.1 *Existing With Ambient Growth With Commercial Project Traffic Conditions*

The results of Existing With Ambient Growth With Commercial Project traffic conditions indicate that two (2) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:

- Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound departure lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

11.3.2 *Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions*

The results of Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions indicate that three (3) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:

- Intersection 2. Temescal Canyon Road at I-15 SB Ramps: Widen and restripe the north leg of the intersection to provide a second exclusive southbound right-turn lane. Widen and restripe the west leg to provide a second eastbound departure lane. Modify the existing traffic signal. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound departure lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

11.3.3 *Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions*

The results of Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions indicate that four (4) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:

- Intersection 1. Temescal Canyon Road at I-15 NB Ramps: Widen and restripe the east leg of the intersection to provide an exclusive westbound left-turn lane. Modify the existing traffic signal.
- Intersection 2. Temescal Canyon Road at I-15 SB Ramps: Widen and restripe the north leg of the intersection to provide a second exclusive southbound right-turn lane. Widen and restripe the west leg to provide a second eastbound departure lane. Modify the existing traffic signal. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound departure lane. Install a traffic signal and design for three-phase operation. Stripe crosswalks on the south and west legs. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

11.3.4 *Year 2045 With Commercial Project Traffic Conditions*

The results of Year 2045 With Commercial and Residential traffic conditions indicate that four (4) of the seven (7) key study intersection are forecast to operate at an adverse level of service during the AM and/or PM peak hours when compared to the target LOS defined in this report. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The improvements listed below have been identified at the deficient locations to improve these intersections to acceptable service levels:

- Intersection 1. Temescal Canyon Road at I-15 NB Ramps: Widen and restripe the south leg of the intersection to provide a second exclusive northbound left-turn lane. Widen and restripe the east leg to provide a second westbound departure lane. Widen and restripe the east leg of the intersection to provide an exclusive westbound left-turn lane. Modify the existing traffic signal.
- Intersection 2. Temescal Canyon Road at I-15 SB Ramps: Widen and restripe the north leg of the intersection to provide a second exclusive southbound right-turn lane. Widen and restripe the west leg to provide a second eastbound departure lane. Modify the existing traffic signal. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 4. Temescal Canyon Road at Lawson Road: Widen and restripe the south leg of the intersection to provide a second northbound through lane. Widen and restripe the north leg of the intersection to provide a second northbound departure lane. Install a traffic signal and design for three-phase operation. Stripe crosswalks on the south and west legs. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Intersection 6. Maitri Road at Temescal Canyon Road: Install a traffic signal and design for five-phase operation with protected left-turn phasing on Temescal Canyon Road. Stripe crosswalks on all four legs.

11.4 Roadway Segment Recommended Improvements

11.4.1 *Existing With Ambient Growth With Commercial Project Traffic Conditions*

The results of Existing With Ambient Growth With Commercial Project traffic conditions indicate that two (2) of the three (3) key study roadway segments are forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient locations to improve these roadway segments to acceptable service levels:

- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road: Widen and restripe to provide a second northbound travel lane. Modify the existing traffic signal at the intersection of Temescal Canyon Road at Trilogy Parkway. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

11.4.2 *Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions*

The results of Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project conditions indicate that two (2) of the three (3) key study roadway segments are forecast to operate at an unacceptable LOS E in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient locations to improve these roadway segments to acceptable service levels:

- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road: Widen and restripe to provide a second northbound travel lane. Modify the existing traffic signal at the intersection of Temescal Canyon Road at Trilogy Parkway. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

11.4.3 *Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions*

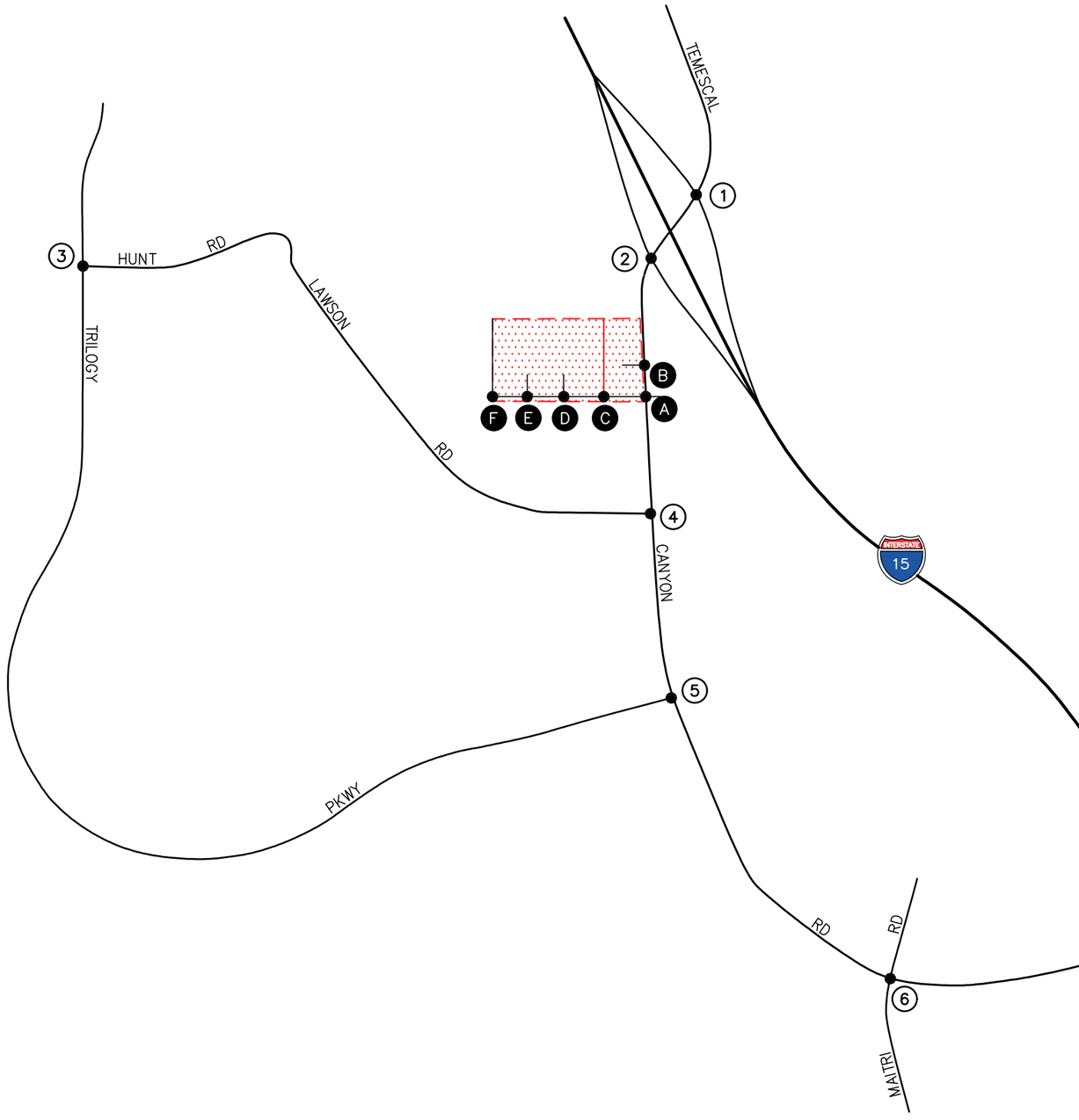
The results of Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects conditions indicate that two (2) of the three (3) key study roadway segments are forecast to operate at an unacceptable LOS F in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient locations to improve these roadway segments to acceptable service levels:

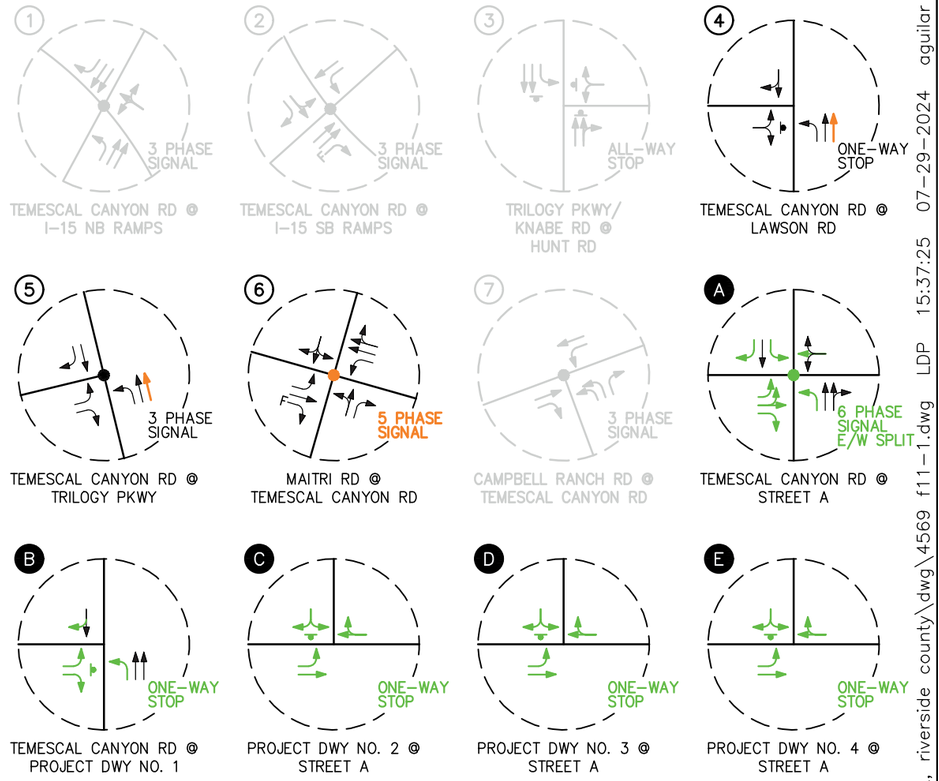
- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.
- Segment B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road: Widen and restripe to provide a second northbound travel lane. Modify the existing traffic signal at the intersection of Temescal Canyon Road at Trilogy Parkway. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.

11.4.4 *Year 2045 With Commercial Project Traffic Conditions*

The results of Year 2045 With Commercial Project traffic conditions indicate that one (1) of the three (3) key study roadway segments is forecast to operate at an unacceptable LOS F in the northbound direction during the AM peak hour. The improvements listed below have been identified at the deficient location to improve this roadway segment to acceptable service levels:

- Segment A. Temescal Canyon Road, between I-15 SB Ramps and Trilogy Parkway: Widen and restripe to provide a second northbound travel lane. This improvement is consistent with the WRCOG TUMF Roadway Project's 3.41-mile segment of Temescal Canyon (from I-15 to Park Canyon) to widen from two to four travel lanes.





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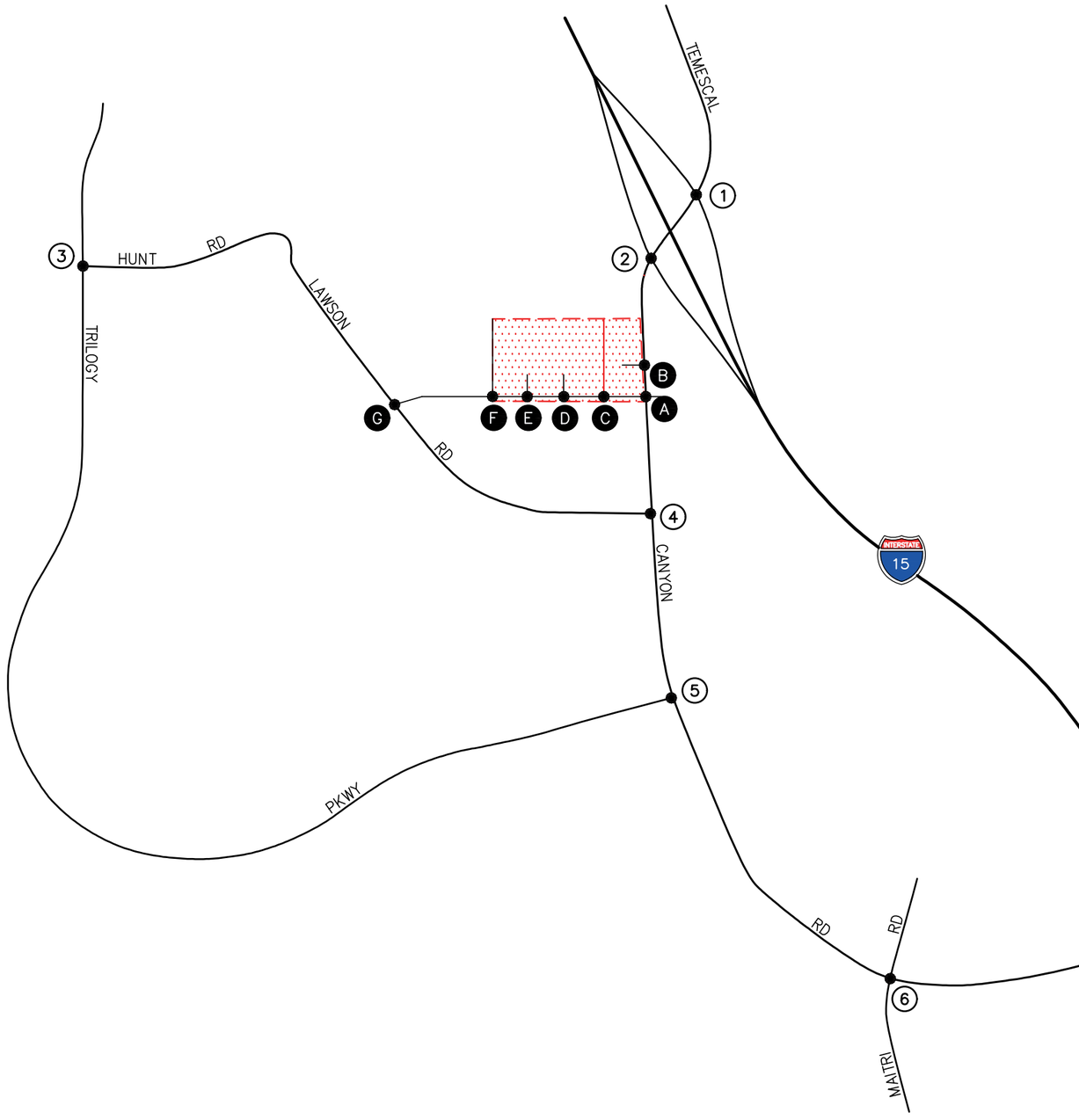
KEY

= PROJECT IMPROVEMENT
= RECOMMENDED IMPROVEMENT
= PROJECT SITE

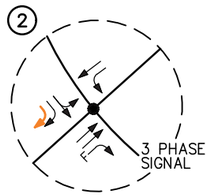
FIGURE 11-1

EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS

TEMESCAL MCP (COMMERCIAL), CORONA

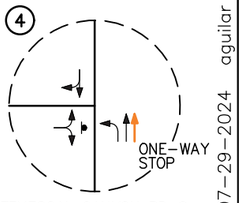


TEMESCAL CANYON RD @ I-15 NB RAMPS

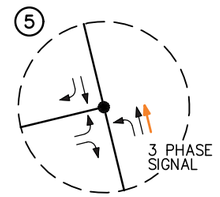


TEMESCAL CANYON RD @ I-15 SB RAMPS

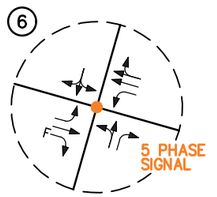
TRILOGY PKWY/ KNABE RD @ HUNT RD



TEMESCAL CANYON RD @ LAWSON RD

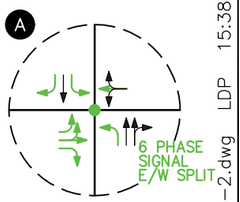


TEMESCAL CANYON RD @ TRILOGY PKWY

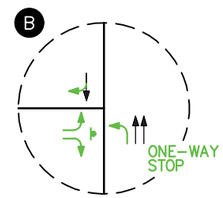


MAITRI RD @ TEMESCAL CANYON RD

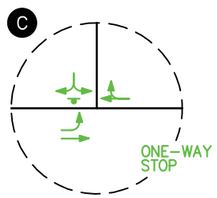
CAMPBELL RANCH RD @ TEMESCAL CANYON RD



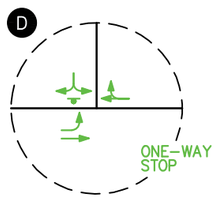
TEMESCAL CANYON RD @ STREET A



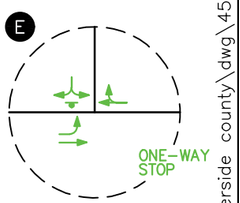
TEMESCAL CANYON RD @ PROJECT DWY NO. 1



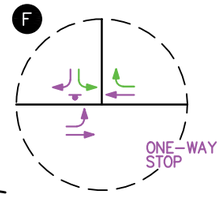
PROJECT DWY NO. 2 @ STREET A



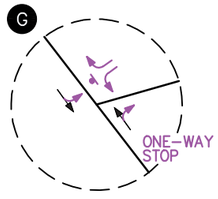
PROJECT DWY NO. 3 @ STREET A



PROJECT DWY NO. 4 @ STREET A



STREET B @ STREET A



LAWSON RD @ STREET A

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N NO SCALE

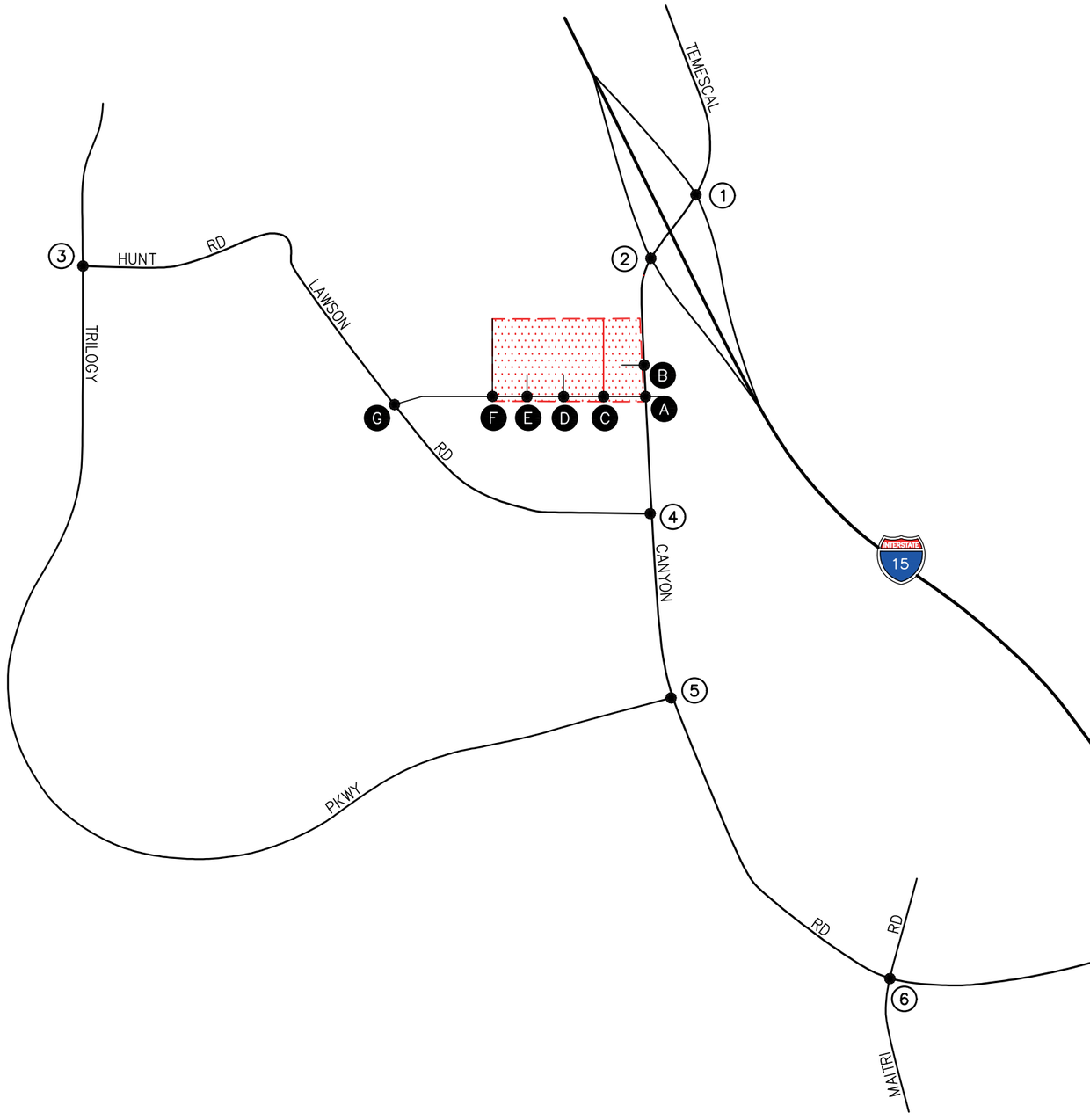
KEY

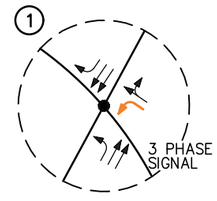
= PROJECT IMPROVEMENT
= RECOMMENDED IMPROVEMENT
= PLANNED IMPROVEMENTS
= PROJECT SITE

FIGURE 11-2

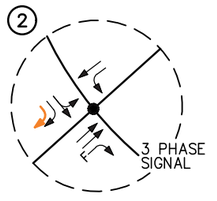
TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS

TEMESCAL MCP (COMMERCIAL), CORONA



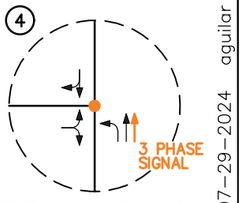


TEMESCAL CANYON RD @
I-15 NB RAMPS

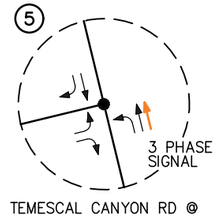


TEMESCAL CANYON RD @
I-15 SB RAMPS

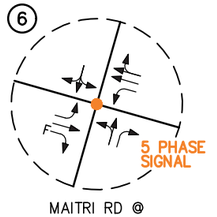
TRILOGY PKWY/
KNABE RD @
HUNT RD



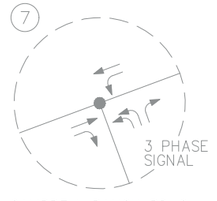
TEMESCAL CANYON RD @
LAWSON RD



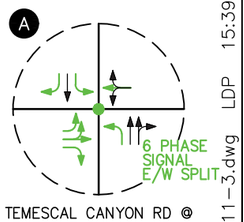
TEMESCAL CANYON RD @
TRILOGY PKWY



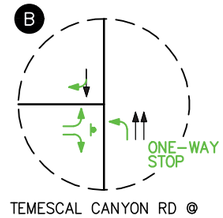
MAITRI RD @
TEMESCAL CANYON RD



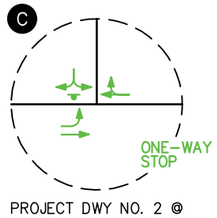
CAMPBELL RANCH RD @
TEMESCAL CANYON RD



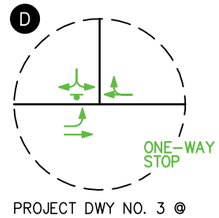
TEMESCAL CANYON RD @
STREET A



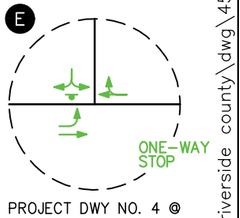
TEMESCAL CANYON RD @
PROJECT DWY NO. 1



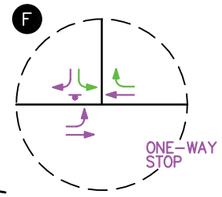
PROJECT DWY NO. 2 @
STREET A



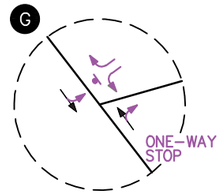
PROJECT DWY NO. 3 @
STREET A



PROJECT DWY NO. 4 @
STREET A



STREET B @
STREET A



LAWSON RD @
STREET A

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LLG

N NO SCALE

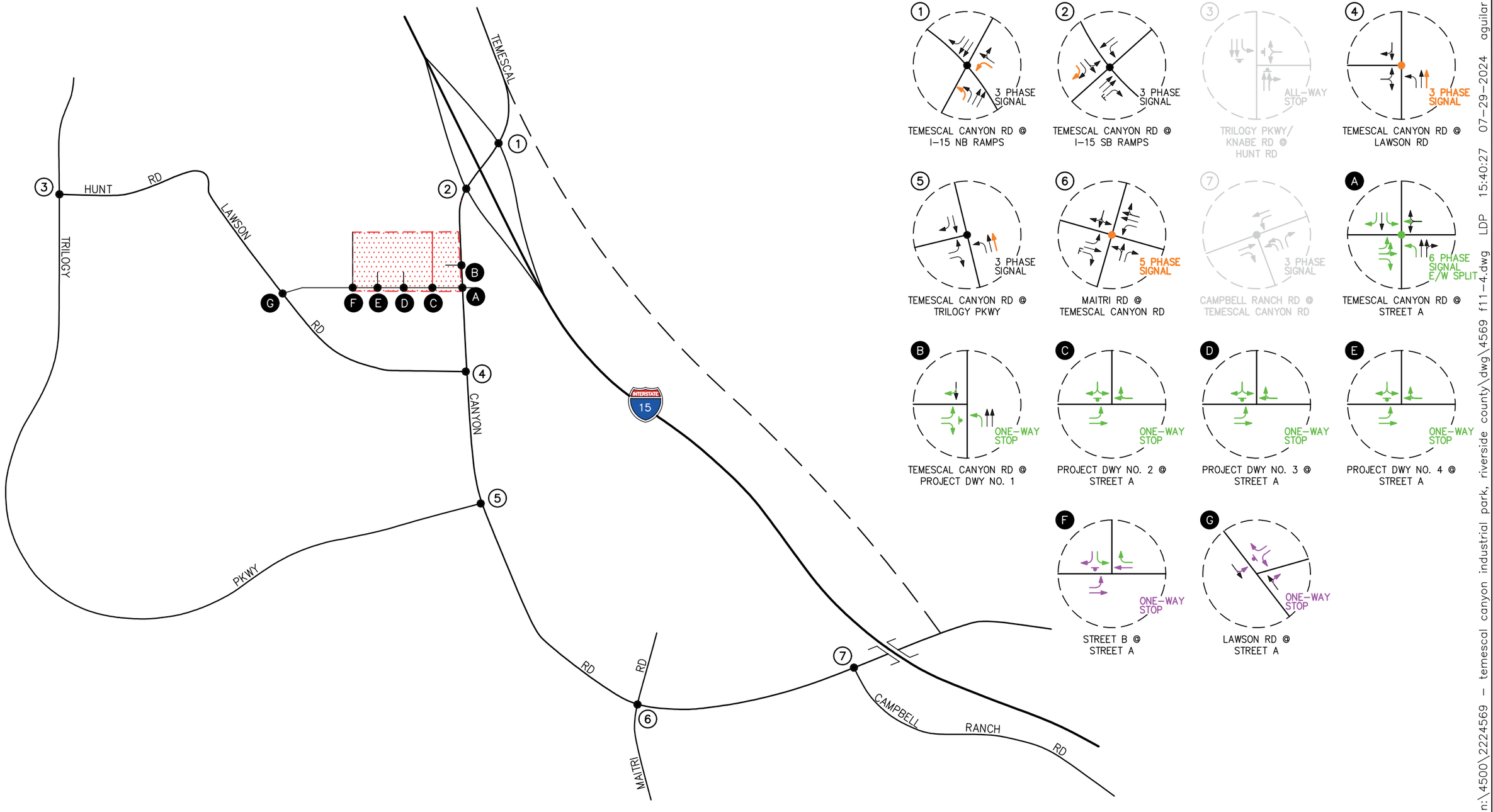
KEY

= PROJECT IMPROVEMENT
= RECOMMENDED IMPROVEMENT
= PLANNED IMPROVEMENTS
= PROJECT SITE

FIGURE 11-3

TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS PLANNED AND RECOMMENDED IMPROVEMENTS

TEMESCAL MCP (COMMERCIAL), CORONA



TEMESCAL CANYON RD @ I-15 NB RAMPS

TEMESCAL CANYON RD @ I-15 SB RAMPS

TRILOGY PKWY/ KNABE RD @ HUNT RD

TEMESCAL CANYON RD @ LAWSON RD

TEMESCAL CANYON RD @ TRILOGY PKWY

MAITRI RD @ TEMESCAL CANYON RD

CAMPBELL RANCH RD @ TEMESCAL CANYON RD

TEMESCAL CANYON RD @ STREET A

TEMESCAL CANYON RD @ PROJECT DWY NO. 1

PROJECT DWY NO. 2 @ STREET A

PROJECT DWY NO. 3 @ STREET A

PROJECT DWY NO. 4 @ STREET A

STREET B @ STREET A

LAWSON RD @ STREET A

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LLG

N NO SCALE

KEY

= PROJECT IMPROVEMENT
= RECOMMENDED IMPROVEMENT
= PLANNED IMPROVEMENTS
= PROJECT SITE

FIGURE 11-4

YEAR 2045 WITH COMMERCIAL PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS

TEMESCAL MCP (COMMERCIAL), CORONA

12.0 PROJECT FAIR SHARE ANALYSIS

The transportation impacts associated with the development of the proposed Project were determined based on the future conditions analysis with the proposed Project. The key study locations forecast to operate at adverse levels of service are discussed below. As such, the proposed Project's "fair share" of the recommended improvements has been calculated for the key study locations that are forecast to operate at adverse levels of service.

12.1 Existing With Ambient Growth With Commercial Project Traffic Conditions

Table 12-1 presents the AM and PM peak hours for the Industrial and Retail components of the Commercial Project fair share percentages at the key study intersections and key study roadway segments that are forecast to operate at adverse levels of service in Existing With Ambient Growth With Commercial Project traffic conditions. It should be noted that Table 12-1 reflects the 100% fair share splits between the Industrial, Retail and Residential components and is then applied to the Tier I or Tier II fair share percentages, accordingly, indicated in the summary table in the Executive Summary.

12.2 Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions

Table 12-2 presents the AM and PM peak hours Industrial and Retail components of the Commercial Project, as well as the FGPA Residential Project fair share percentages at the key study intersections and key study roadway segments that are forecast to operate at adverse levels of service in Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions. It should be noted that Table 12-1 reflects the 100% fair share splits between the Industrial, Retail and Residential components and is then applied to the Tier I or Tier II fair share percentages, accordingly, indicated in the summary table in the Executive Summary.

12.3 Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions

Table 12-3 presents the AM and PM peak hours Commercial Project fair share percentages at the key study intersections and key study roadway segments that are forecast to operate at adverse levels of service in Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions.

The Commercial Project fair share percentages (most adverse time period) for the five (5) adverse locations for Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions that require physical improvements are shown below:

- 1. Temescal Canyon Road at I-15 NB Ramps 13.95%
- 2. Temescal Canyon Road at I-15 SB Ramps 22.31%
- 4. Temescal Canyon Road at Lawson Road 12.67%
- 6. Maitri Road at Temescal Canyon Road 11.44%

- B. Temesscal Canyon Road, between Trilogy Parkway and Maitri Road 11.76%

12.4 Year 2045 With Commercial Project Traffic Conditions

Table 12-4 presents the AM and PM peak hours Commercial Project fair share percentages at the key study intersections and key study roadway segments that are forecast to operate at adverse levels of service in Year 2045 With Commercial Project traffic conditions.

The Commercial Project fair share percentages (most adverse time period) for the five (5) adverse locations for Year 2045 With Commercial Project traffic conditions that require physical improvements are shown below:

- 1. Temescal Canyon Road at I-15 NB Ramps 11.06%
- 2. Temescal Canyon Road at I-15 SB Ramps 16.54%
- 4. Temescal Canyon Road at Lawson Road 12.00%
- 6. Maitri Road at Temescal Canyon Road 32.98%
- B. Temescal Canyon Road, between Trilogy Parkway and Maitri Road 30.11%

TABLE 12-1
EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS
FAIR SHARE CONTRIBUTION

Key Intersection/ Roadway Segment		Impacted Time Period	Commercial Project Only Volume	Commercial: Industrial		Commercial: Retail	
				Industrial Trips	Industrial Fair Share	Retail Trips	Retail Fair Share
4.	Temescal Canyon Road at	AM	174	12	6.90%	162	93.10%
	Lawson Road	PM	--	--	--	--	--
6.	Maitri Road at	AM	93	6	6.45%	87	93.55%
	Temescal Canyon Road	PM	65	7	10.77%	58	89.23%
B.	Temescal Canyon Rd, between	AM	93	6	6.45%	87	93.55%
	Trilogy Pkwy and Maitri Rd	PM	--	--	--	--	--

TABLE 12-2

TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT TRAFFIC CONDITIONS

FAIR SHARE CONTRIBUTION

Key Intersection/ Roadway Segment		Impacted Time Period	Commercial & FGPA Residential Project Only Volume	Commercial: Industrial		Commercial: Retail		FGPA Residential	
				Industrial Trips	Industrial Fair Share	Retail Trips	Retail Fair Share	Retail Trips	Retail Fair Share
2.	Temescal Canyon Road at	AM	392	138	35.20%	157	40.05%	97	24.75%
	I-15 SB Ramps	PM	--	--	--	--	--	--	--
4.	Temescal Canyon Road at	AM	139	7	5.04%	125	89.93%	7	5.03%
	Lawson Road	PM	--	--	--	--	--	--	--
6.	Maitri Road at	AM	96	6	6.25%	84	87.50%	6	6.25%
	Temescal Canyon Road	PM	69	7	10.14%	56	81.16%	6	8.70%
B.	Temescal Canyon Rd, between	AM	96	6	6.25%	84	87.50%	6	6.25%
	Trilogy Pkwy and Maitri Rd	PM	--	--	--	--	--	--	--

TABLE 12-3
TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT
WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS FAIR SHARE CONTRIBUTION

	Key Intersection/ Roadway Segment	Impacted Time Period	(1) Commercial Project Only Volume	(2) Existing Volume	(3) Existing With A.G. (Year 2028) With Commercial With Cumulative Volume	(4) Commercial Project Fair Share Responsibility
1.	Temescal Canyon Road at	AM	--	--	--	--
	I-15 NB Ramps	PM	147	1,732	2,786	**13.95%**
2.	Temescal Canyon Road at	AM	295	2,193	3,515	**22.31%**
	I-15 SB Ramps	PM	261	1,847	3,249	18.62%
4.	Temescal Canyon Road at	AM	132	2,003	3,045	**12.67%**
	Lawson Road	PM	92	1,330	2,326	9.24%
6.	Maitri Road at	AM	90	1,991	2,778	**11.44%**
	Temescal Canyon Road	PM	63	1,083	1,795	8.85%
B.	Temescal Canyon Rd, between	AM	90	1,811	2,576	**11.76%**
	Trilogy Pkwy and Maitri Rd	PM	--	--	--	--

Notes:

- Project Fair Share (4) = Column (1) / [Column (3) – Column (2)]
- **Bold Project Fair Share Responsibility** is based on worse case

TABLE 12-4
YEAR 2045 WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS FAIR SHARE CONTRIBUTION

Key Intersection/ Roadway Segment		Impacted Time Period	(1) Commercial Project Only Volume	(2) Existing Volume	(3) Year 2045 With Commercial Volume	(4) Commercial Project Fair Share Responsibility
1.	Temescal Canyon Road at	AM	161	2,051	3,507	**11.06%**
	I-15 NB Ramps	PM	147	1,732	3,202	10.00%
2.	Temescal Canyon Road at	AM	295	2,193	3,977	**16.54%**
	I-15 SB Ramps	PM	--	--	--	--
4.	Temescal Canyon Road at	AM	132	2,003	3,103	**12.00%**
	Lawson Road	PM	92	1,330	2,105	11.87%
6.	Maitri Road at	AM	90	1,991	2,292	29.90%
	Temescal Canyon Road	PM	63	1,083	1,274	**32.98%**
B.	Temescal Canyon Rd, between	AM	90	1,811	2,090	**32.26%**
	Trilogy Pkwy and Maitri Rd	PM	--	--	--	--

Notes:

- Project Fair Share (4) = Column (1) / [Column (3) – Column (2)]
- **Bold Project Fair Share Responsibility** is based on worse case

13.0 STATE OF CALIFORNIA (CALTRANS) METHODOLOGY

13.1 Vehicle Miles Traveled Analysis

The Department of Transportation (Caltrans) has formally adopted VMT as the metric for reviewing the transportation impacts of a land use development project. Caltrans has released the Vehicle Miles Traveled-Focused *Transportation Impact Study Guide (TISG)*, dated May 20, 2020, and the *Caltrans Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance*, dated July 2020, in order to provide guidance on Caltrans' review of land use projects.

Caltrans' TISG references the *Technical Advisory on Evaluating Transportation Impacts In California Environmental Quality Act* (CEQA), dated December 2018, prepared by the State of California Governor's Office of Planning and Research (OPR) as the basis for its guidance on VMT assessment. For the purpose of this transportation assessment, it is understood that the County of Riverside's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* are generally consistent to the methodology and screening criteria contained within the December 2018 Technical Advisory prepared by OPR. A separate VMT analysis has been prepared for Caltrans' review of the proposed project.

13.2 Intersection Vehicle Queuing Analysis

The *Caltrans Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance*, dated July 2020, provides direction on a simplified safety analysis approach that reduces the risk to all road users and that focuses on multi-modal conflict analysis as well as access management issues. District traffic safety staff are encouraged to consider the proposed project's potential influence on safety on state roadways, including the following factors:

- Increased presence of pedestrians and bicyclists
- Degradation of the walking and bicycling environment and experience
- New pedestrian and bicyclist connection desires
- Multimodal conflict points, especially at intersections and project access locations
- Changes in traffic mix such as an increase in bicyclists or pedestrians where features such as shoulders or sidewalks may not exist or are inconsistent with facility design (sidewalks, bike and multi-user paths, multimodal roadways, etc.)
- Increased vehicular speeds
- Transition between free flow and metered flow
- Increased traffic volumes
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes
- Queuing exceeding turn pocket length that impedes through-traffic

The proposed Project does not take direct access from a State facility; therefore, the project has not been reviewed for factors pertaining to site access or local roadways. However, the proposed Project is expected to generate net new project trips at the I-15 Freeway ramps (i.e. key study intersections #1 and #2). Therefore, an analysis of the Project's effect on turn pocket queuing was prepared in

order to determine if the Project would cause, or contribute towards, slowing or stopped traffic on through travel lanes resulting in unsafe speed differentials between adjacent lanes.

The queuing analysis was prepared for Existing, Existing With Ambient Growth With Commercial Project, Existing With Ambient Growth With Commercial Project With Cumulative Projects, Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project , Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project With Cumulative Projects, Year 2045 Without Project, and Year 2045 With Commercial Projects traffic conditions. The intersection was reviewed in terms of expected maximum vehicle queues (i.e. 95th percentile queues) which represent the maximum back of vehicle queues with 95th percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared to the total turn pocket storage lengths.

13.2.1 *Existing With Ambient Growth With Commercial Project Traffic Conditions*

As shown in ***Table 13-1***, adequate storage is provided to accommodate the forecast 95th percentile queues under Existing With Ambient Growth With Commercial Project traffic conditions at the two (2) off-ramp locations. The Commercial Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-15 Freeway mainline travel lanes. Therefore, the proposed Commercial Project is not anticipated to negatively influence safety on the State Highway System.

13.2.2 *Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions*

As shown in ***Table 13-3***, adequate storage is provided to accommodate the forecast 95th percentile queues under Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions at the two (2) off-ramp locations. The Commercial and Residential Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-15 Freeway mainline travel lanes. Therefore, the proposed Commercial and Residential Project is not anticipated to negatively influence safety on the State Highway System.

TABLE 13-1

EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT PEAK HOUR CALTRANS QUEUING ANALYSIS[20]

Study Intersection	Estimated Storage Provided	(1) Existing Traffic Conditions				(2) Existing With A.G. (Year 2026) With Commercial Project Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue	Adequate Storage (Yes / No)	Max Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)
1. Temescal Canyon Road at I-15 NB Ramps									
Westbound Shared Left/Through/Right-Turn	1,340’	347’	Yes	264’	Yes	413’	Yes	302’	Yes
2. Temescal Canyon Road at I-15 NB Ramps									
Eastbound Shared Left-Turn/Through	520’	100’	Yes	30’	Yes	129’	Yes	28’	Yes
Eastbound Right-Turn	1,340’	428’	Yes	322’	Yes	758’	Yes	372’	Yes

[20] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

13.2.3 *Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project Traffic Conditions*

As shown in ***Table 13-2***, adequate storage is provided to accommodate the forecast 95th percentile queues under Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions at the two (2) off-ramp locations. The Commercial and Residential Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-15 Freeway mainline travel lanes. Therefore, the proposed Commercial and Residential Project is not anticipated to negatively influence safety on the State Highway System.

13.2.4 *Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects Traffic Conditions*

As shown in ***Table 13-3***, adequate storage is provided to accommodate the forecast 95th percentile queues under Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions at the intersection of Temescal Canyon Road at I-15 NB Ramps. The Commercial and Residential Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the northbound I-15 Freeway mainline travel lanes.

Adequate storage is not provided to accommodate the forecast 95th percentile queues for the exclusive eastbound right-turn lane (Off-Ramp lane) at the intersection of Temescal Canyon Road at I-15 SB Ramps under Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions. Therefore, it is recommended that the design of the future exclusive dual eastbound right-turn lanes on the off-ramp include a minimum of storage of 500 feet per lane to accommodate the forecast deficiencies.

TABLE 13-2

TIER I: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT PEAK HOUR CALTRANS QUEUING ANALYSIS[21]

Study Intersection	Estimated Storage Provided	(1) Existing Traffic Conditions				(2) Existing With A.G. (Year 2028) With Commercial and FGPA Residential Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue	Adequate Storage (Yes / No)	Max Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)
1. Temescal Canyon Road at I-15 NB Ramps									
Westbound Shared Left/Through/Right-Turn	1,340’	347’	Yes	264’	Yes	436’	Yes	358’	Yes
2. Temescal Canyon Road at I-15 NB Ramps									
Eastbound Shared Left-Turn/Through	520’	100’	Yes	30’	Yes	137’	Yes	28’	Yes
Eastbound Right-Turn	1,340’	428’	Yes	322’	Yes	906’	Yes	408’	Yes

[21] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

TABLE 13-3
TIER II: EXISTING WITH AMBIENT GROWTH WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS
PEAK HOUR CALTRANS QUEUING ANALYSIS[22]

Study Intersection	Estimated/ Proposed Storage Provided	(1) Existing Traffic Conditions				(2) Existing With A.G. (Year 2028) With Commercial With Cumulative Traffic Conditions				(3) Existing With A.G. (Year 2028) With Commercial With Cumulative With Improvements Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue	Adequate Storage (Yes / No)	Max Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)
1. Temescal Canyon Road at I-15 NB Ramps													
Westbound Shared Left/Through/Right-Turn	1,340’	347’	Yes	264’	Yes	852’	Yes	847’	Yes	--	--	--	--
2. Temescal Canyon Road at I-15 NB Ramps													
Eastbound Shared Left-Turn/Through	520’	100’	Yes	30’	Yes	202’	Yes	60’	Yes	245’	Yes	65’	Yes
Eastbound Right-Turn	1,340’	428’	Yes	322’	Yes	**1,505’**	**No**	985’	Yes	--	--	--	--
Eastbound Dual Right-Turn	500’	--	--	--	--	--	--	--	--	464’	Yes	339’	Yes

22 Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

13.2.5 *Year 2045 With Commercial Project Traffic Conditions*

As shown in ***Table 13-5***, adequate storage is provided to accommodate the forecast 95th percentile queues under Year 2045 With Commercial Project traffic conditions at the intersection of Temescal Canyon Road at I-15 NB Ramps. The Commercial and Residential Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the northbound I-15 Freeway mainline travel lanes.

Adequate storage is not provided to accommodate the forecast 95th percentile queues for the exclusive eastbound right-turn lane (Off-Ramp lane) at the intersection of Temescal Canyon Road at I-15 SB Ramps under Year 2045 With Commercial Project traffic conditions. Therefore, it is recommended that the design of the future exclusive dual eastbound right-turn lanes on the off-ramp include a minimum storage of 500 feet per lane to accommodate the forecast deficiencies.

TABLE 13-5
YEAR 2045 WITH COMMERCIAL PROJECT PEAK HOUR CALTRANS QUEUING ANALYSIS[23]

Study Intersection	Estimated/ Proposed Storage Provided	(1) Year 2045 Without Project Traffic Conditions				(2) Year 2045 With Commercial Traffic Conditions				(3) Year 2045 With Commercial With Improvements Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue	Adequate Storage (Yes / No)	Max Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)
1. Temescal Canyon Road at I-15 NB Ramps													
Westbound Shared Left/Through/Right-Turn	1,340’	988’	Yes	593’	Yes	1,188’	Yes	761’	Yes	--	--	--	--
2. Temescal Canyon Road at I-15 NB Ramps													
Eastbound Shared Left-Turn/Through	520’	374’	Yes	114’	Yes	362’	Yes	139’	Yes	459’	Yes	124’	Yes
Eastbound Right-Turn	1,340’	1,220’	Yes	415’	Yes	**1,626’**	**No**	630’	Yes	--	--	--	--
Eastbound Dual Right-Turn	500’	--	--	--	--	--	--	--	--	487’	Yes	237’	Yes

[23] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

14.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

14.1 Level of Service Analysis for Project Access Locations

As shown in *Figure 2-2*, access to the proposed Commercial Project will be provided via one (1) full access signalized driveway along Temescal Canyon Road located directly across from the second existing Tom's Farms driveway (i.e. Temescal Canyon Road at Street A) and one (1) full access stop-controlled driveway along Temescal Canyon Road (i.e. Project Driveway 1).

Upon completion of Street A, which will be extended westerly from Street B to Lawson Avenue in conjunction with the FGPA Residential Project, additional access to the proposed Commercial Project will be provided via one (1) full access stop-controlled driveway located along Lawson Road (i.e. Lawson Road at Street A).

14.1.1 *Commercial Project Traffic Conditions*

Table 14-1 summarizes the driveway operations for the proposed Project driveways for future traffic conditions with the proposed Commercial Project. As shown in column (1), the proposed Project driveways are forecast to operate at acceptable LOS B during the AM and PM peak hours under Existing With Ambient Growth With Commercial Project traffic conditions.

Appendix G contains the detailed HCM/LOS calculation worksheets for the Project driveways.

14.1.2 *Commercial Traffic Conditions With Lawson Road Connection*

Table 14-2 summarizes the driveway operations for the proposed Project driveways for future traffic conditions with the proposed Commercial and Residential Project. As shown in column (1), the proposed Project driveways are forecast to operate at acceptable LOS B or better during the AM and PM peak hours under Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project traffic conditions. As shown in column (2), the proposed Project driveways are forecast to operate at acceptable LOS D or better during the AM and PM peak hours under Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects traffic conditions. As shown in column (3), the proposed Project driveways are forecast to operate at acceptable LOS C or better during the AM and PM peak hours under Year 2045 With Commercial Project traffic conditions.

Appendix G also contains the detailed HCM/LOS calculation worksheets for the Project driveways.

14.2 Internal Circulation Evaluation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii appear adequate for passenger cars, service/delivery trucks, and trash trucks. Based on our review of the site plan, the overall layout does not create significant vehicle-pedestrian conflict points such that access for the Project is impacted by internal vehicle queuing/stacking. Project traffic is not anticipated to cause significant internal queuing/stacking at the Project driveways. The on-site circulation is acceptable based on our review of the proposed site plan. The alignment and spacing of the Project driveways are also deemed adequate. As such,

motorists entering and exiting the Project site from the driveways will be able to do so comfortably, safely, and without undue congestion.

TABLE 14-1

COMMERCIAL PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY

Key Driveway		Control Type	Time Period	(1) Existing With A.G. (Year 2026) With Commercial Project Traffic Conditions	
				HCM (s/v)	LOS
A.	Temescal Canyon Road at Street A	6Ø Traffic Signal	AM	13.8	B
			PM	19.8	B
B.	Temescal Canyon Road at Project Driveway 1	One-Way Stop	AM	14.2	B
			PM	13.5	B
C.	Project Driveway 2 at Street A	One-Way Stop	AM	10.3	B
			PM	9.9	A
D.	Project Driveway 3 at Street A	One-Way Stop	AM	9.2	A
			PM	9.3	A
E.	Project Driveway 4 at Street A	One-Way Stop	AM	9.0	A
			PM	9.2	A

Notes:

- LOS = Level of Service, please refer to *Table 3-2* for the LOS definitions
- s/v = seconds per vehicle

TABLE 14-2

COMMERCIAL PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY – WITH LAWSON ROAD CONNECTION

Key Driveway		Control Type	Time Period	(1) Existing With A.G. (Year 2028) With Commercial and FGPA Residential Traffic Conditions		(2) Existing With A.G. (Year 2028) With Commercial With Cumulative Traffic Conditions		(3) Year 2045 With Commercial Traffic Conditions	
				HCM (s/v)	LOS	HCM (s/v)	LOS	HCM (s/v)	LOS
A.	Temescal Canyon Road at Street A	6Ø Traffic Signal	AM	14.2	B	31.9	C	33.0	C
			PM	19.7	B	48.8	D	28.7	C
B.	Temescal Canyon Road at Project Driveway 1	One-Way Stop	AM	14.8	B	20.0	C	18.6	C
			PM	14.5	B	21.1	C	16.0	C
C.	Project Driveway 2 at Street A	One-Way Stop	AM	10.7	B	13.2	B	12.8	B
			PM	10.4	B	11.0	B	10.8	B
D.	Project Driveway 3 at Street A	One-Way Stop	AM	9.6	A	11.1	B	11.0	B
			PM	9.8	A	10.2	B	10.2	B
E.	Project Driveway 4 at Street A	One-Way Stop	AM	9.4	A	10.9	B	10.7	B
			PM	9.7	A	10.2	B	10.1	B
F.	Street B at Street A	One-Way Stop	AM	9.2	A	10.6	B	10.4	B
			PM	9.1	A	9.4	A	9.4	A
G.	Lawson Road at Street A	One-Way Stop	AM	9.2	A	9.6	A	9.9	A
			PM	9.0	A	9.6	A	9.8	A

Notes:

- LOS = Level of Service, please refer to *Table 3-2* for the LOS definitions
- s/v = seconds per vehicle

14.3 Project Access Queuing Evaluation

To address stacking/storage lengths at the intersection of Temescal Canyon Road at Street A, a queuing evaluation was prepared based on future traffic volumes and the proposed Project-specific improvements.

14.3.1 *Commercial Project Traffic Conditions*

Table 14-3 presents the Project access queuing analysis results for future traffic conditions with the proposed Commercial Project. Review of *Table 14-3* indicates that adequate storage is proposed to accommodate the forecast 95th percentile queues under Existing With Ambient Growth With Commercial Project traffic conditions.

14.3.2 *Commercial Project Traffic Conditions – With Lawson Road Connection*

Table 14-4 presents the Project access queuing analysis results for future traffic conditions with the proposed Commercial and Residential Project. Review of *Table 14-4* indicates that adequate storage is proposed to accommodate the forecast 95th percentile queues under Tier I: Existing With Ambient Growth With Commercial Project and FGPA Residential Project, Tier II: Existing With Ambient Growth With Commercial Project With Cumulative Projects, and Year 2045 With Commercial Project traffic conditions.

TABLE 14-3

COMMERCIAL PROJECT DRIVEWAY PEAK HOUR QUEUING ANALYSIS[24]

Study Intersection	Proposed Storage Provided	(1) Existing With A.G. (Year 2026) With Commercial Project Traffic Conditions			
		AM Peak Hour		PM Peak Hour	
		Max. Queue	Adequate Storage (Yes / No)	Max Queue	Adequate Storage (Yes / No)
A. Temescal Canyon Road at Street A					
Northbound Left-Turn	300’	94’	Yes	84’	Yes
Southbound Left-Turn	160’	25’	Yes	45’	Yes
Eastbound Left-Turn	200’	53’	Yes	116’	Yes
Eastbound Shared Left-Turn/Through	200’	53’	Yes	116’	Yes
Eastbound Right-Turn	200’	46’	Yes	53’	Yes

[24] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

TABLE 14-4

COMMERCIAL PROJECT DRIVEWAY PEAK HOUR QUEUING ANALYSIS – WITH LAWSON ROAD CONNECTION[25]

Study Intersection	Proposed Storage Provided	(1) Existing With A.G. (Year 2028) With Commercial and FGPA Residential Traffic Conditions				(2) Existing With A.G. (Year 2028) With Commercial With Cumulative Traffic Conditions				(3) Year 2045 With Commercial Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue	Adequate Storage (Yes / No)	Max Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)	Max. Queue	Adequate Storage (Yes / No)
A. Temescal Canyon Road at Street A													
Northbound Left-Turn	300’	75’	Yes	63’	Yes	290’	Yes	108’	Yes	282’	Yes	106’	Yes
Southbound Left-Turn	160’	25’	Yes	45’	Yes	120’	Yes	158’	Yes	112’	Yes	157’	Yes
Eastbound Left-Turn	200’	99’	Yes	140’	Yes	182’	Yes	166’	Yes	173’	Yes	166’	Yes
Eastbound Shared Left-Turn/Through	200’	99’	Yes	140’	Yes	182’	Yes	166’	Yes	173’	Yes	166’	Yes
Eastbound Right-Turn	200’	41’	Yes	40’	Yes	163’	Yes	80’	Yes	155’	Yes	80’	Yes

[25] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

15.0 MULTIMODAL CIRCULATION

The on-site circulation layout of the proposed Project and the adjacent roadways as illustrated in *Figure 2-2* with the addition of Project-specific improvements, as well as future improvements proposed, all the adjacent roadways on an overall basis are adequate for drivers, pedestrians, bicycles, and public transit users.

Figure 15-1 illustrates the multimodal transportation (vehicular, pedestrian, bicycle) aspects of the Project site, including connections between sidewalks, signalized crosswalks, unsignalized crossings, as well as existing and future bicycle facilities (trails).

Pedestrian and Bicycle Circulation

Pedestrian connection to the surrounding residential and commercial development is provided via existing sidewalks on the east side of Temescal Canyon Road.

The Project will construct the sidewalk along the Project frontage on Temescal Canyon Road (i.e. the west side of Temescal Canyon Road) and Lawson Road (i.e. east side of Lawson Road). The Project will also construct crosswalks at the proposed signalized driveway at Street A/Temescal Canyon Road.

Bicycle circulation will be provided via adjacent roadways and sidewalks, accordingly. Consistent with the Riverside County *Butterfield Overland Trail Project*, the following bicycle facilities are proposed to be constructed by Riverside County or other developments in the area:

- A Regional Trail on the east side of Temescal Canyon Road

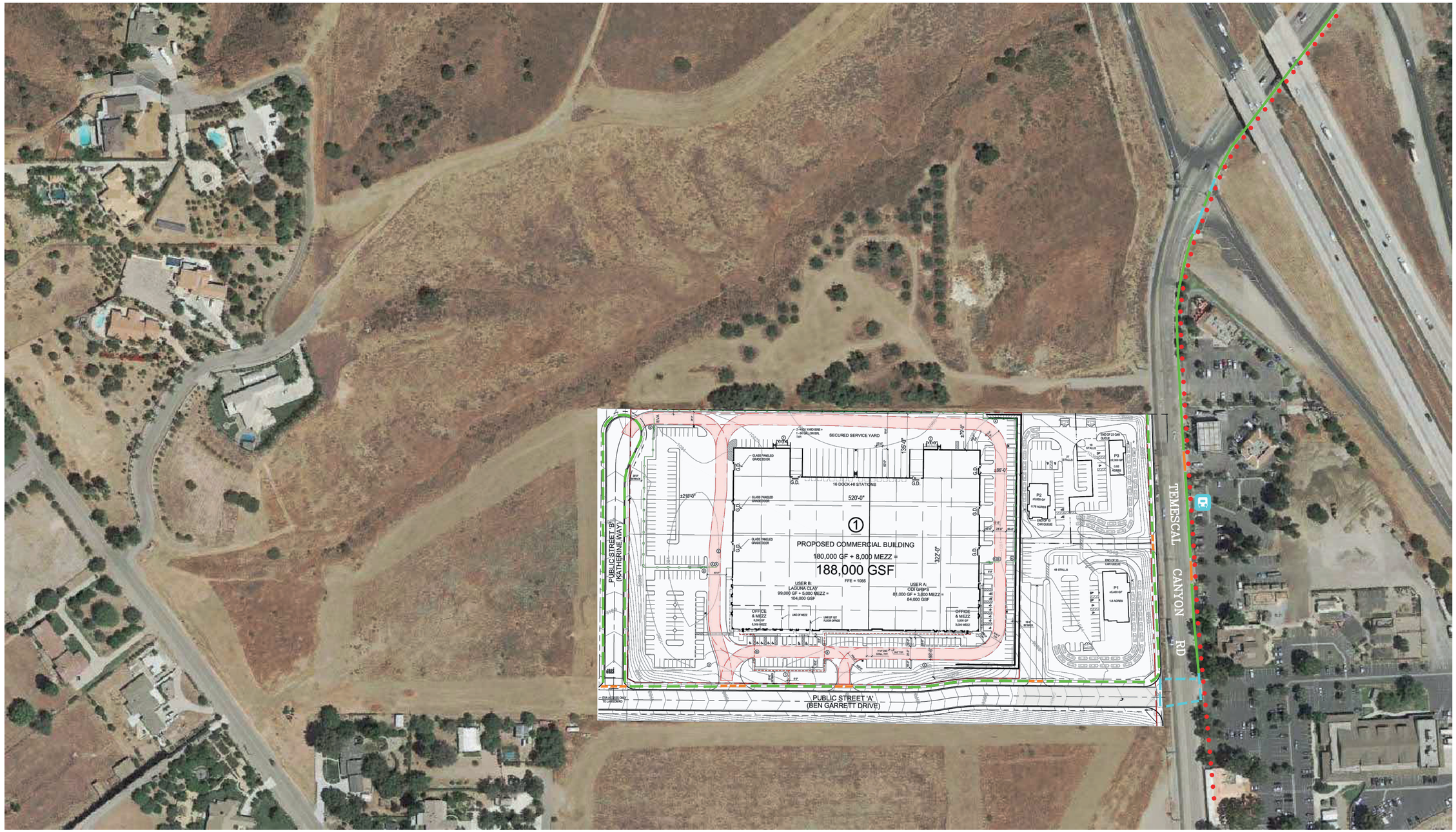
Public Transit

The Riverside Transit Agency (RTA) operates within the study area. A description of the transit services within the Project vicinity is described below:

City Route 206:

- Route 206 provides service between Temecula, Murrieta, Lake Elsinore, and Corona Transit Center, via Corona Transit Center, Dos Lagos, Tom's Farms, Lake Elsinore Outlet Center Park-And-Ride, Jefferson & Kalmia, and Promenade Mall.
- During the weekday AM peak hour, Route 206 has an approximate headway of 30 minutes at select stops. During the weekday PM peak hour, Route 206 has an approximate headway of 70 minutes at select stops.

The current bus stop nearest to the Project site is located at Tom's Farms.



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KEY

- = SIDEWALKS
- = SIGNALIZED CROSSWALKS
- = UNSIGNALIZED CROSSINGS
- = BICYCLE TRAIL
- = RTA BUS STOP LOCATIONS
- = EXISTING
- = FUTURE TO BE CONSTRUCTED BY PROJECT
- = FUTURE TO BE CONSTRUCTED BY OTHERS

FIGURE 15-1

MULTIMODAL PLAN

TEMESCAL MCP (COMMERCIAL), CORONA

APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated December 2020.

Case No. PAR230012/TS2300002
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Temescal MCP Commercial Project
Project Address: 23835 Temescal Canyon Road
Project Description: 188,000 SF Manufacturing, 2,500 SF Coffee Shop With Drive-Through, 2,900 SF Fast Casual, 5,000 SF FF Restaurant With Drive-Through
See attached Figure 2-1 for the Existing Site Aerial.

	Consultant	Developer
Name:	Linscott, Law & Greenspan, Engineers	BBG KRG, Inc. c/o Axxcess Realty Advisors
Address:	2 Executive Circle, Suite 250	4350 Von Karman Avenue, Suite 200
	Irvine, CA 92614	Newport Beach, CA 92660
Telephone:	(949) 825-6175	(949) 544-3539
Fax:		

A. Trip Generation Source: ITE 11th Edition
See attached Table 1 - Trip Generation Rates with PCE Conversion Factors, Table 2 - Commercial Project Trip Generation Forecast

Current GP Land Use	Commercial Tourist (CT)	Proposed Land Use	Commercial Tourist & Light Industrial
Current Zoning	C-P-S Scenic Hwy Commercial	Proposed Zoning	C-P-S Scenic Hwy Comm & M-SC Manufacturing Service Comm

Current Trip Generation	In	Out	Total	Proposed Trip Generation In	Out	Total
AM Trips	--	--	--	See Table 2	See Table 2	See Table 2
PM Trips	--	--	--	See Table 2	See Table 2	See Table 2

Internal Trip Allowance ☑ Yes ☐ No (See Table 2 % Trip Discount)
Pass-By Trip Allowance ☑ Yes ☐ No (See Table 2 % Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: N % S % E % W %
(attach exhibit for detailed assignment)
See attached Figures 5-1 through 5-5 for retail and industrial trip distribution patterns

C. Background Traffic

The study to identify fair share for the Industrial and Commercial components in the EAP

Project Build-out Year: EAP (2026);Tier I & Tier II (2028) Annual Ambient Growth Rate: 2 %

Tier I Cumulative - Year 2028 Existing plus Ambient plus Commercial (Industrial & Retail) plus Proposed FGPA Residential as Tier I cumulative; Tier II EACP Cumulative - Tier I plus all external cumulative projects and applicable fair share for the Commercial Project only.

Other area projects to be analyzed: See attached Cumulative Projects List (Table 6-1) consistent with the list provided by County of Riverside.

Model/Forecast methodology RIVCOM

D. Study intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

See attached Figure 1-1 for the Vicinity Map.

1. Temescal Canyon Road at I-15 NB Ramps
2. Temescal Canyon Road at I-15 SB Ramps
3. Trilogy Parkway/Knabe Road at Hunt Road
4. Temescal Canyon Road at Lawson Road
5. Temescal Canyon Road at Trilogy Parkway
6. Maitri Road at Temescal Canyon Road
7. Campbell Ranch Road at Temescal Canyon Road
8. Project Access Locations
9.
10.

E. Study Roadway Segments: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. Temescal Canyon Road between I-15 SB Ramps and Campbell Ranch Road
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☐ Yes ☑ No

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy) See attached Figure 2-2 for the Proposed Site Plan.

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)

(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

Buildout analysis using RIVCOM for GPA, Multimodal analysis.

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts Collected in February 2024.

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

_____ 5/16/23
Consultant's Representative — Date

Approved Scoping Agreement:

Eva Cuarrubias 05/28/2024
Riverside County Transportation Department — Date

Scoping Agreement Submitted on 5/16/23

Revised on _____

SOURCE: OPEN STREETS

KEY

= PROJECT SITE

NO SCALE

FIGURE 1–1

VICINITY MAP

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY

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SOURCE: GOOGLE

KEY

= PROJECT SITE

NO SCALE

FIGURE 2-1

EXISTING SITE AERIAL

TEMESCAL MCP (COMMERCIAL), CORONA

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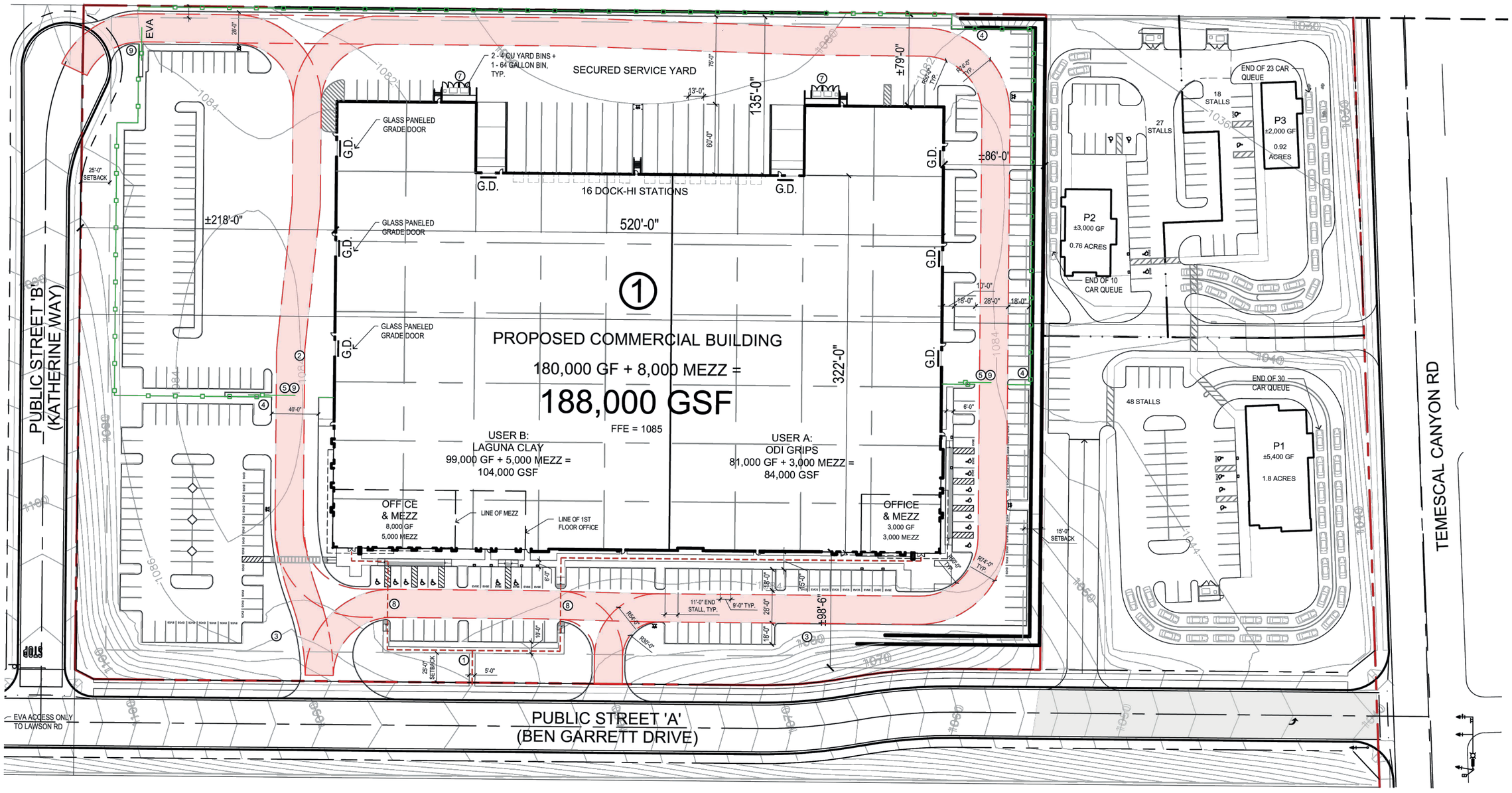

SOURCE: ARCHITECTS ORANGE

NO SCALE

FIGURE 2-2

PROPOSED SITE PLAN

TEMESCAL MCP (COMMERCIAL), RIVERSIDE COUNTY

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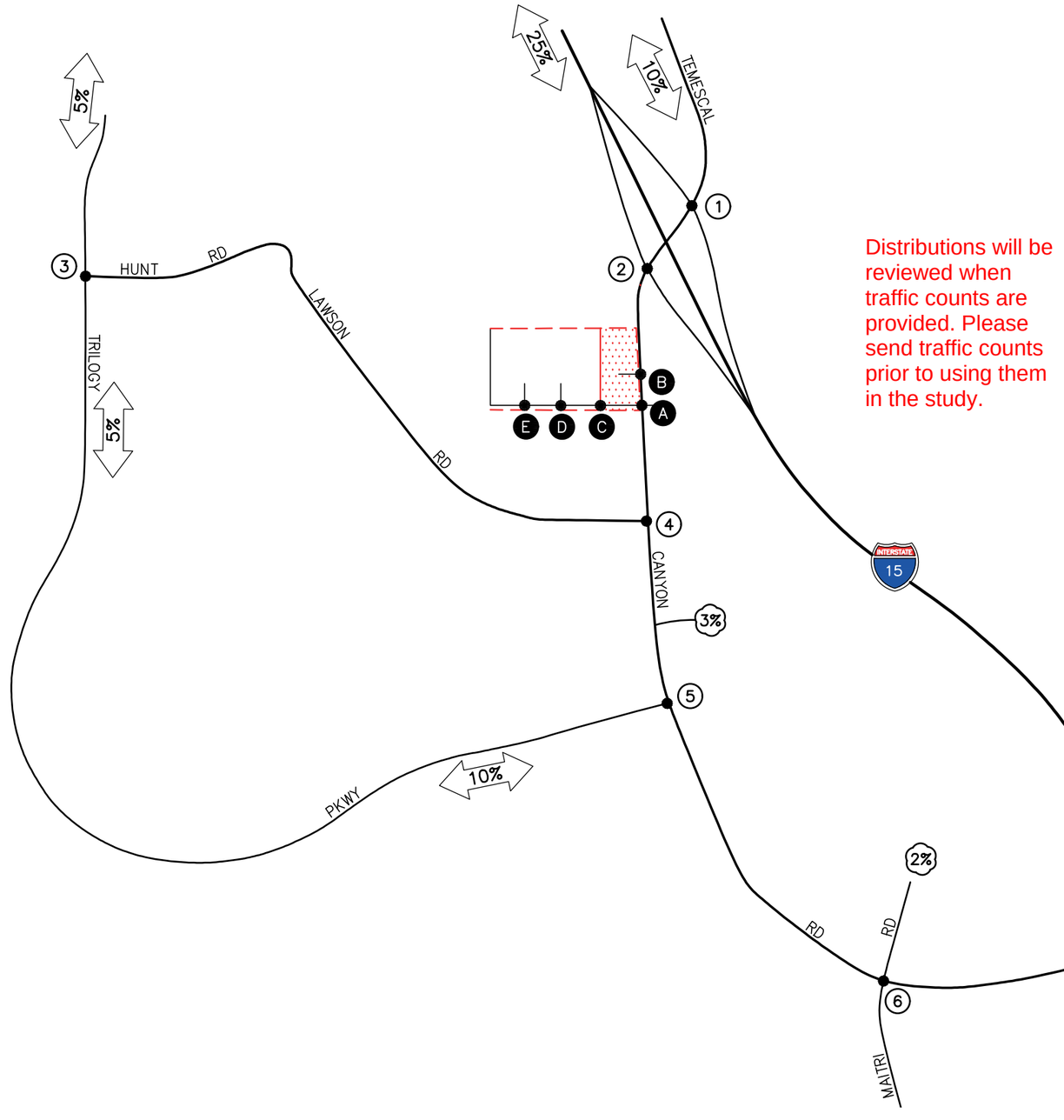
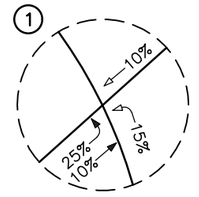


Distributions will be reviewed when traffic counts are provided. Please send traffic counts prior to using them in the study.



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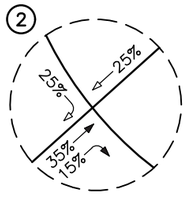

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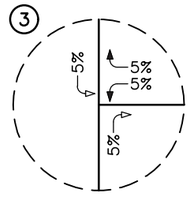

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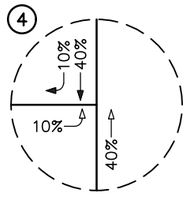
HUNT RD



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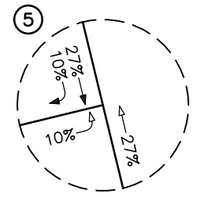

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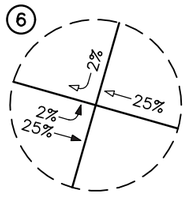

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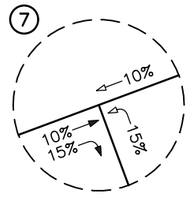
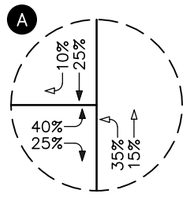


CAMPBELL RANCH RD @
TEMESCAL CANYON RD



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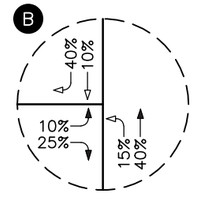

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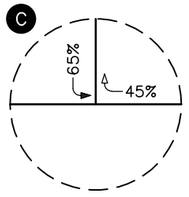
PROJECT DWY NO. 1



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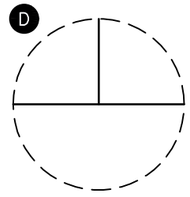

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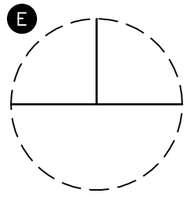

PROJECT DWY NO. 4
STREET A

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N NO SCALE

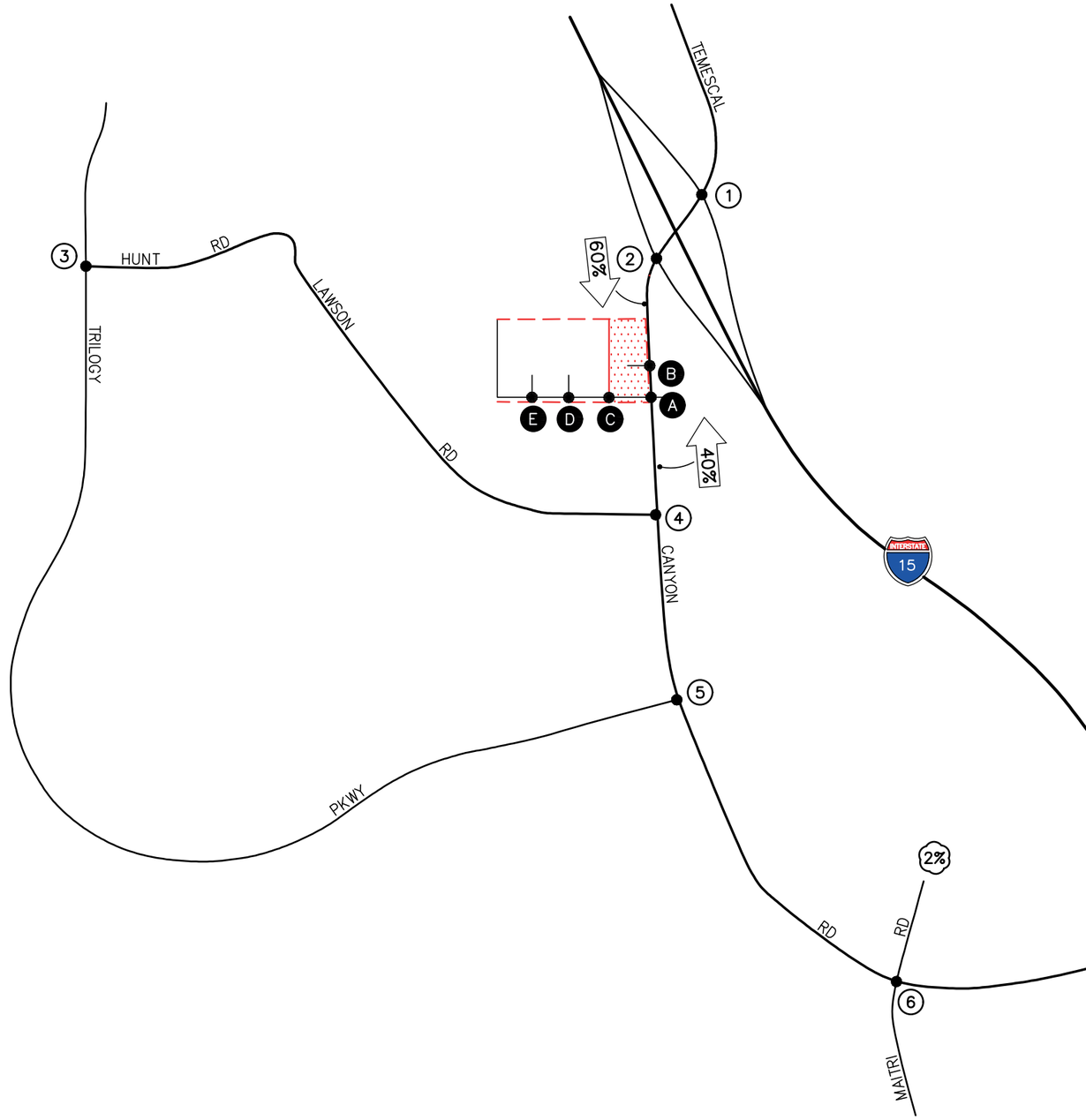
KEY

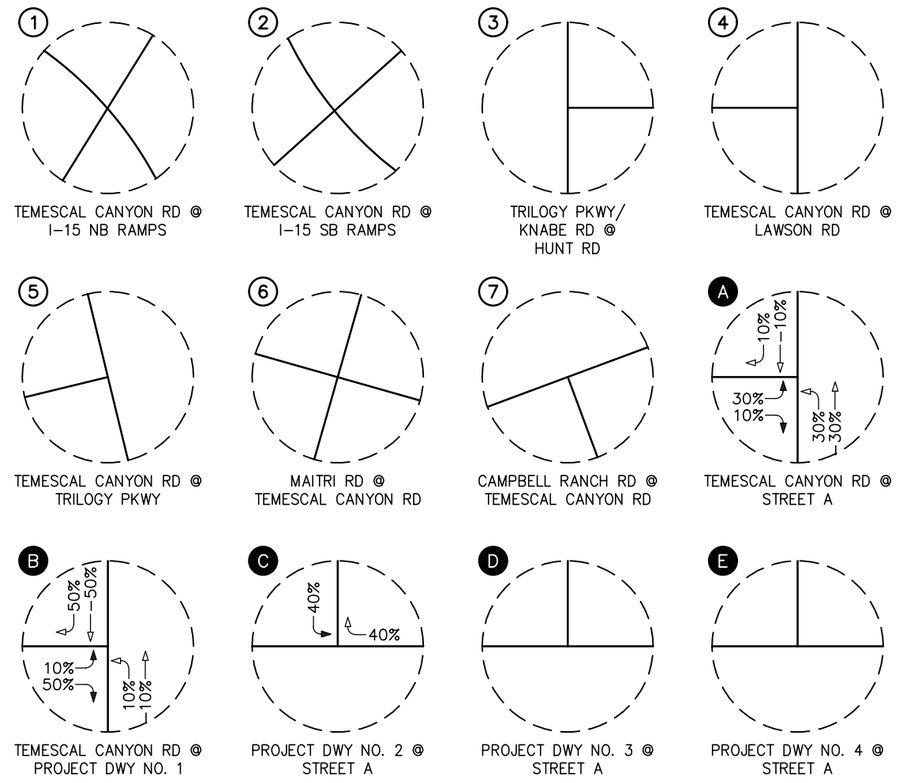
(#) = STUDY INTERSECTION
⇦ = INBOUND PERCENTAGE
⇦ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-1

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL

TEMESCAL MCP, CORONA





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KEY

(#) = STUDY INTERSECTION
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
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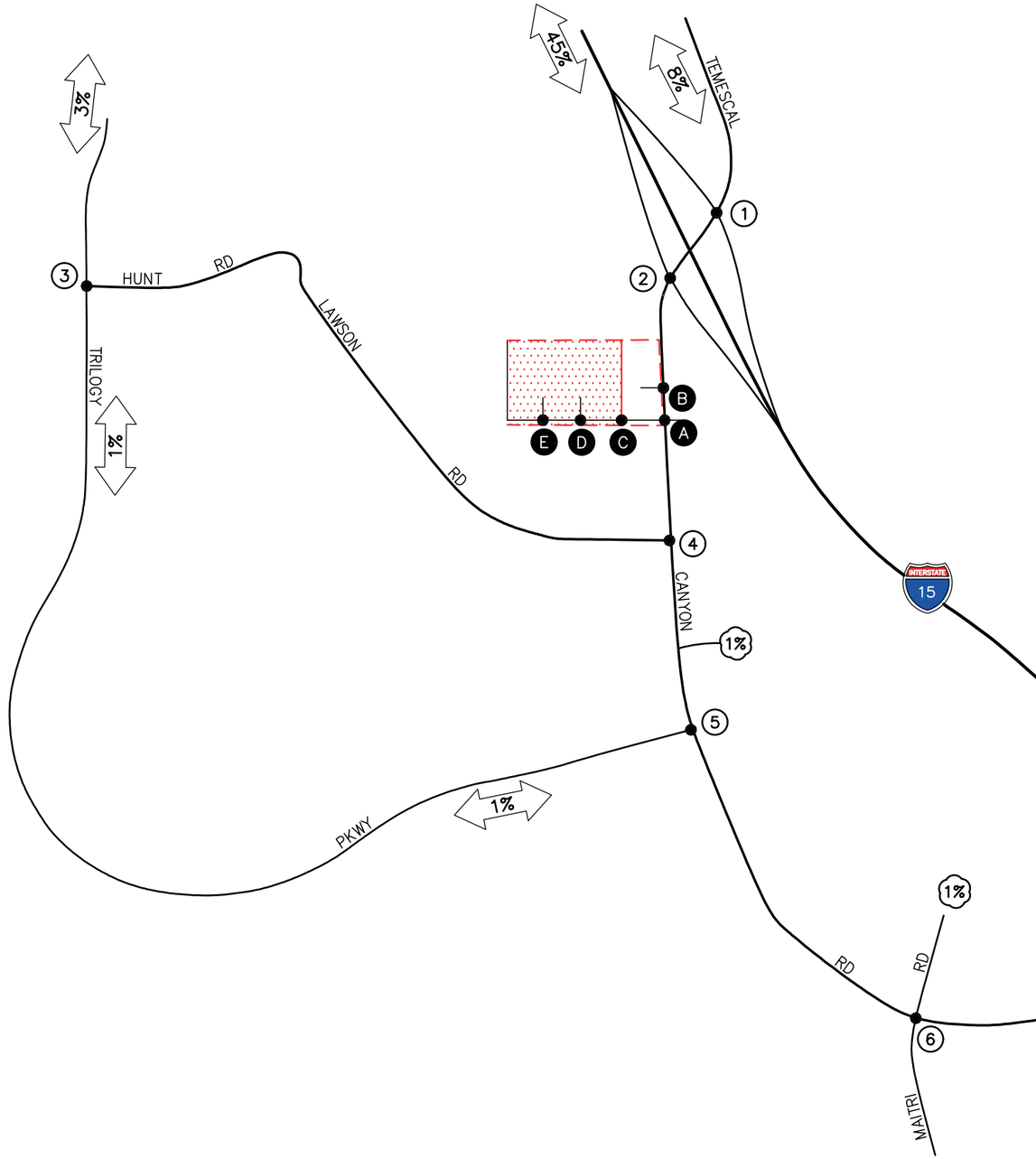
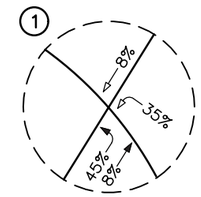
FIGURE 5-1A

PROJECT TRAFFIC DISTRIBUTION PATTERN PASS-BY TRIPS (RETAIL)

TEMESCAL MCP, RIVERSIDE COUNTY





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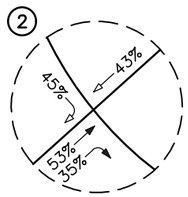
I-15 NB RAMPS



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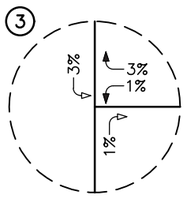

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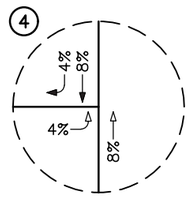
KNABE RD @
HUNT RD



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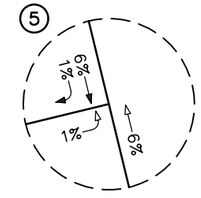
LAWSON RD



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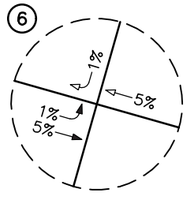
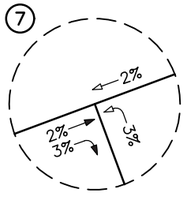
TRILOGY PKWY



MAITRI RD @
TEMESCAL CANYON RD



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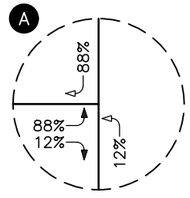
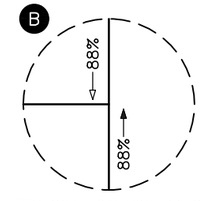
TEMESCAL CANYON RD



TEMESCAL CANYON RD @
STREET A



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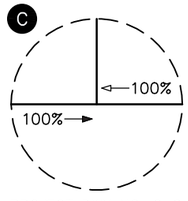
PROJECT DWY NO. 1



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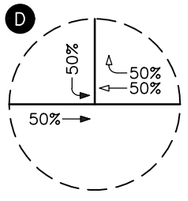

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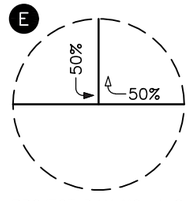
STREET A



PROJECT DWY NO. 4 @
STREET A

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N NO SCALE

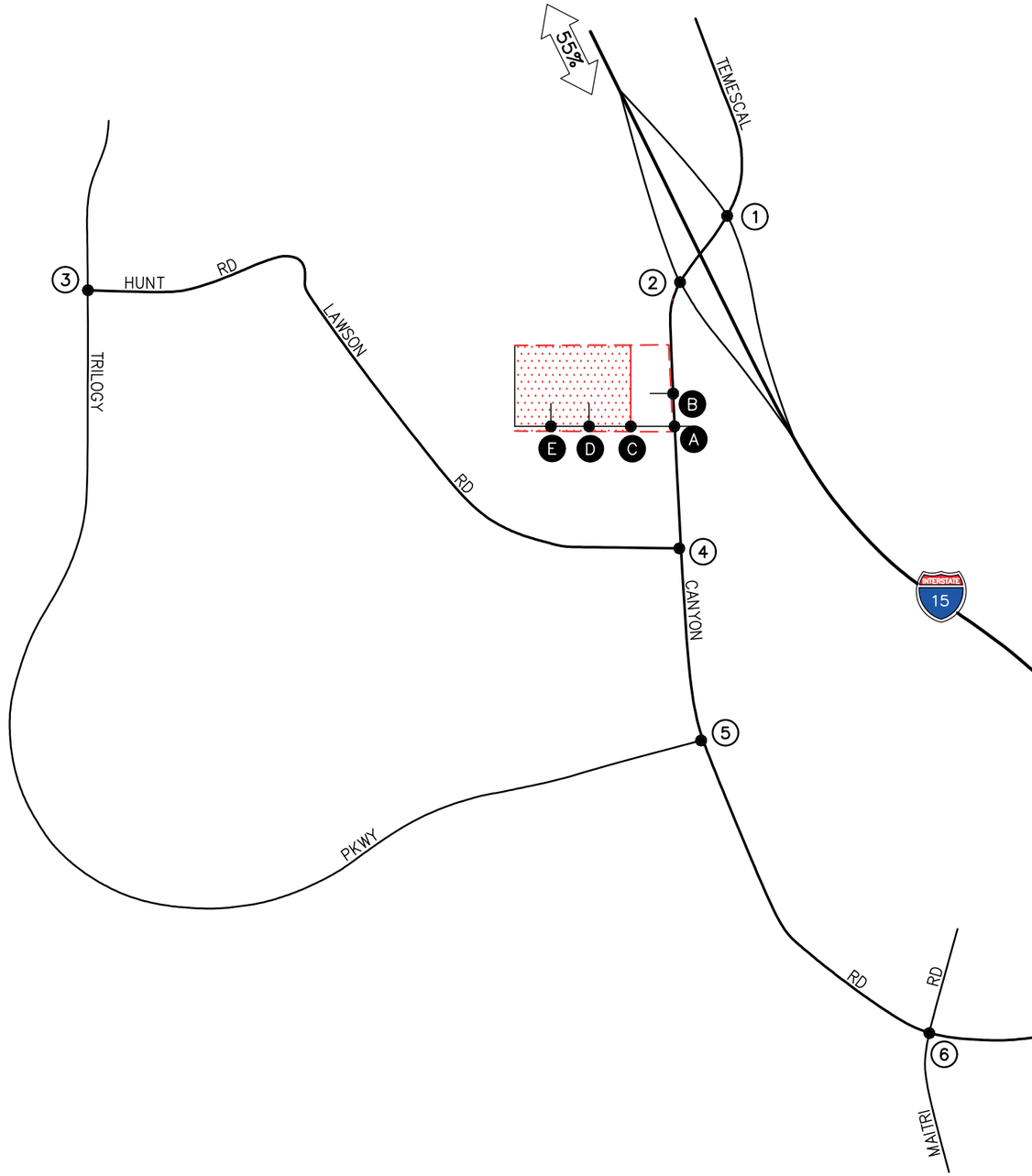
KEY

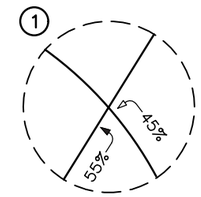
(#) = STUDY INTERSECTION
◁—— = INBOUND PERCENTAGE
——◀ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-2

PROJECT TRAFFIC DISTRIBUTION PATTERN – INDUSTRIAL (EMPLOYEE)

TEMESCAL MCP, RIVERSIDE COUNTY





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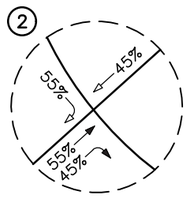
I-15 NB RAMPS



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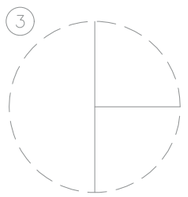
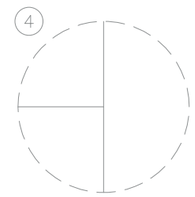
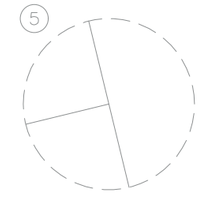
I-15 SB RAMPS



TRILOGY PKWY/
KNABE RD @
HUNT RD



TEMESCAL CANYON RD @
LAWSON RD



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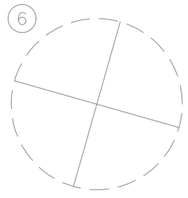

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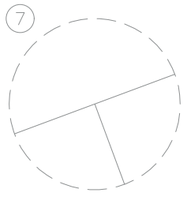
TEMESCAL CANYON RD



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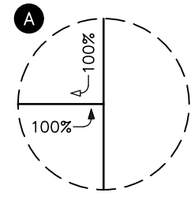
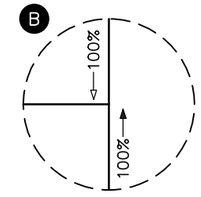
TEMESCAL CANYON RD



TEMESCAL CANYON RD @
STREET A



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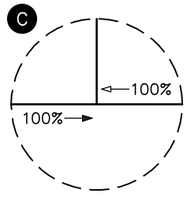
PROJECT DWY NO. 1



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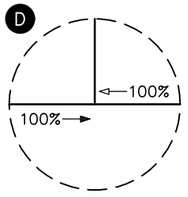
STREET A



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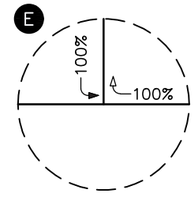

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STREET A

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NO SCALE

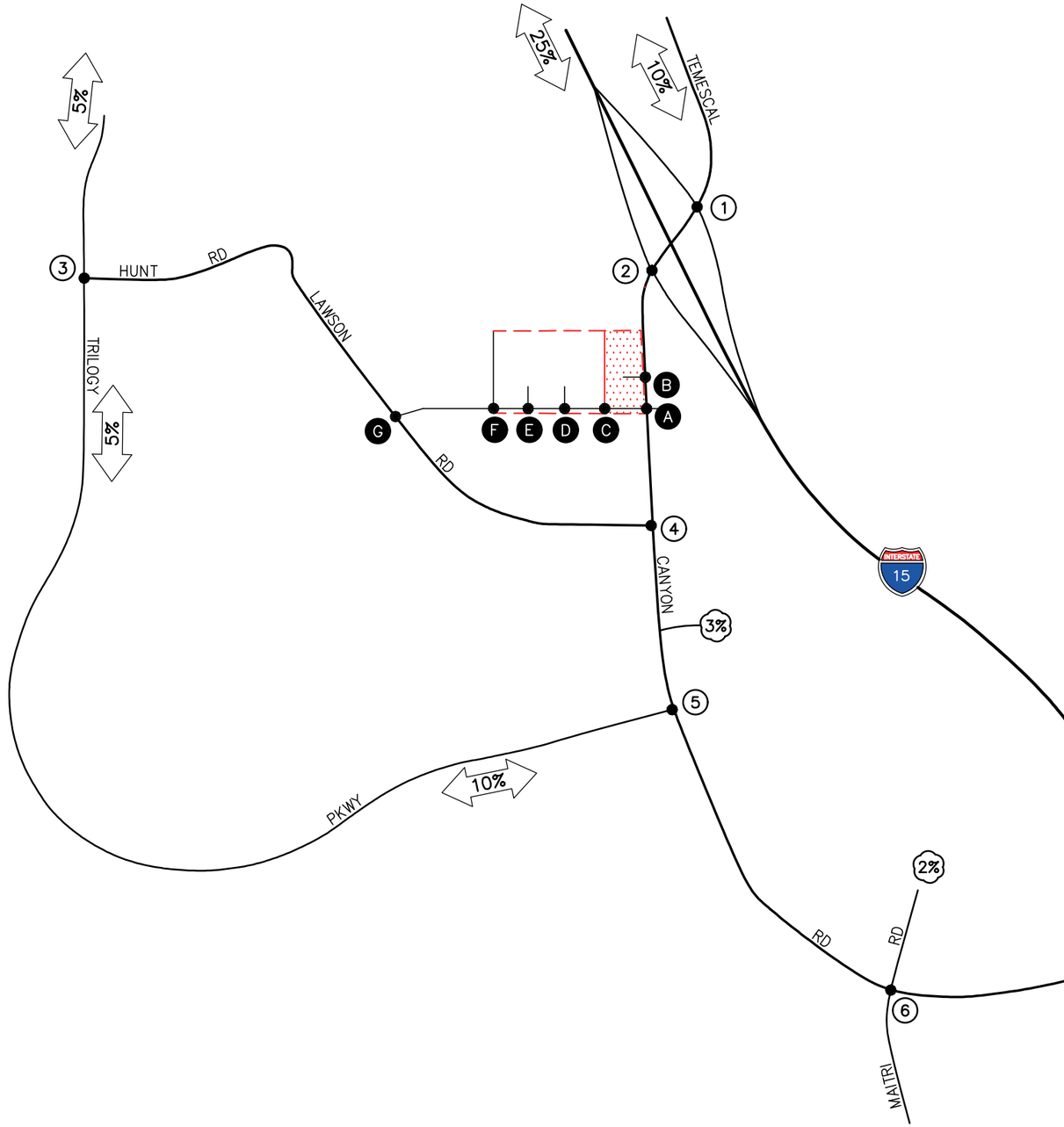
KEY

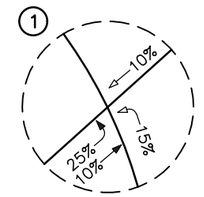
(#) = STUDY INTERSECTION
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 5-3

PROJECT TRAFFIC DISTRIBUTION PATTERN – INDUSTRIAL (TRUCKS)

TEMESCAL MCP, RIVERSIDE COUNTY





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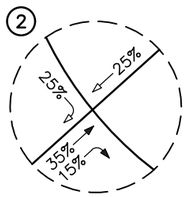
I-15 NB RAMPS



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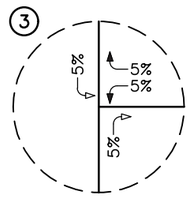
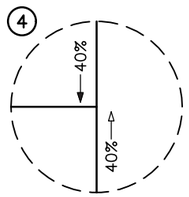
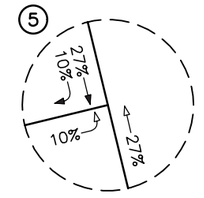
I-15 SB RAMPS
HUNT RD



TRILOGY PKWY/
KNABE RD @



TEMESCAL CANYON RD @
LAWSON RD



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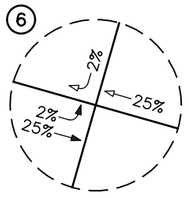

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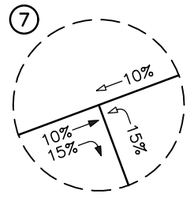
TEMESCAL CANYON RD



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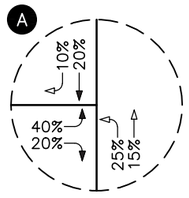
TEMESCAL CANYON RD



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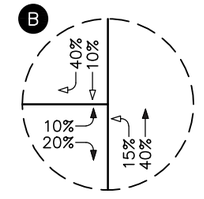
STREET A



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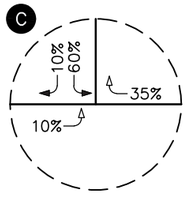
PROJECT DWY NO. 1



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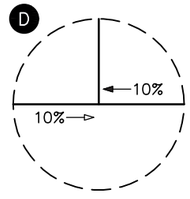

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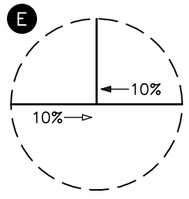
STREET A



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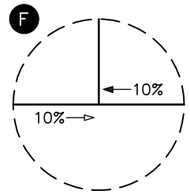
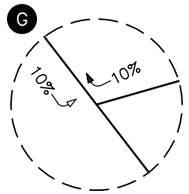


STREET B @
STREET A



LAWSON RD @
STREET A

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N NO SCALE

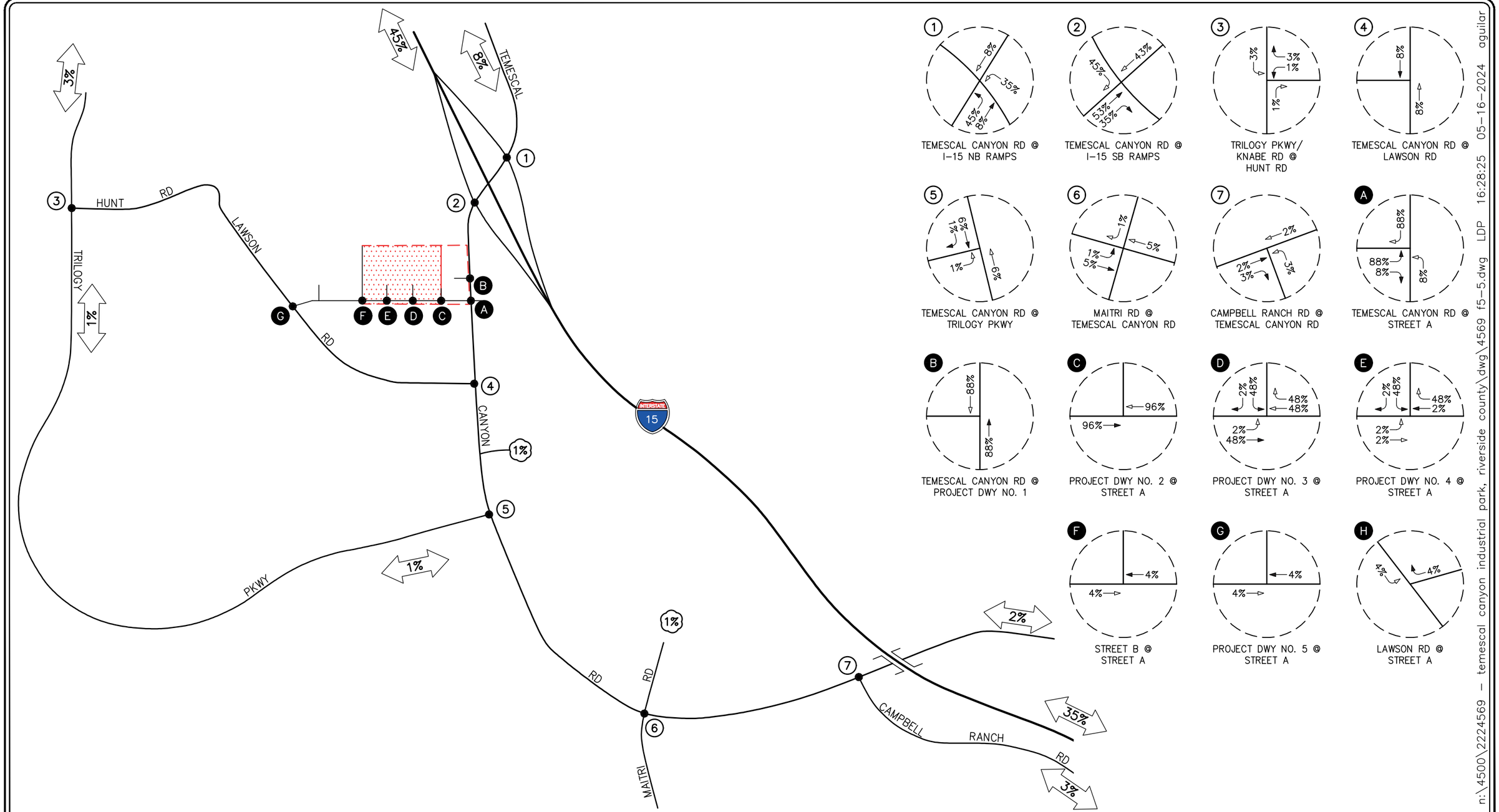
KEY

(#) = STUDY INTERSECTION

FIGURE 5-4

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL – (LAWSON ROAD CONNECTION)

TEMESCAL MCP, CORONA



TEMESCAL CANYON RD @
I-15 NB RAMPS

TEMESCAL CANYON RD @
I-15 SB RAMPS

TRILOGY PKWY/
KNABE RD @
HUNT RD

TEMESCAL CANYON RD @
LAWSON RD

TEMESCAL CANYON RD @
TRILOGY PKWY

MAITRI RD @
TEMESCAL CANYON RD

CAMPBELL RANCH RD @
TEMESCAL CANYON RD

TEMESCAL CANYON RD @
STREET A

TEMESCAL CANYON RD @
PROJECT DWY NO. 1

PROJECT DWY NO. 2 @
STREET A

PROJECT DWY NO. 3 @
STREET A

PROJECT DWY NO. 4 @
STREET A

STREET B @
STREET A

PROJECT DWY NO. 5 @
STREET A

LAWSON RD @
STREET A

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N NO SCALE

KEY

(#) = STUDY INTERSECTION
⇦ = INBOUND PERCENTAGE
⇦ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-5

PROJECT TRAFFIC DISTRIBUTION PATTERN – COMMERCIAL: INDUSTRIAL (EMPLOYEE – WITH LAWSON ROAD CONNECTION)

TEMESCAL MCP, CORONA

TABLE 1

TRIP GENERATION RATES WITH PCE CONVERSION FACTORS[1]

TEMESCAL MCP COMMERCIAL, RIVERSIDE COUNTY

ITE Land Use Code	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ ***140: Manufacturing – Total (TE/TSF)[2]***	***4.75***	***0.52***	***0.16***	***0.68***	***0.23***	***0.51***	***0.74***
❑ Passenger Cars – 78.6% (TE/TSF)	3.73	0.41	0.13	0.54	0.18	0.40	0.58
❑ 2 Axle Trucks – 8.0% (TE/TSF)	0.38	0.04	0.01	0.05	0.02	0.04	0.06
❑ 3 Axle Trucks – 3.9% (TE/TSF)	0.19	0.02	0.01	0.03	0.01	0.02	0.03
❑ 4+ Axle Trucks – 9.5% (TE/TSF)	0.45	0.05	0.01	0.06	0.02	0.05	0.07
▪ 930: Fast Casual Restaurant (TE/TSF)	97.14	50%	50%	1.43	55%	45%	12.55
▪ 934: Fast Food Restaurant with Drive-Through Window (TE/TSF)	467.48	51%	49%	44.61	52%	48%	33.03
▪ 937: Coffee/Donut Shop with Drive-Through Window (TE/TSF)	533.57	51%	49%	85.88	50%	50%	38.99

Notes:
TE/TSF = Trip end per 1,000 SF
PCE = Passenger Car Equivalent

[1] Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).*

[2] Recommended mix of truck traffic is based on the *Truck Trip Generation Study – City of Fontana, August 2003.* All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

TABLE 2
COMMERCIAL PROJECT TRIP GENERATION FORECAST
TEMESCAL MCP COMMERCIAL, RIVERSIDE COUNTY

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Project Generation Forecast:							
▪ Building 1 Manufacturing (188,000 SF)							
❑ Passenger Cars	701	77	25	102	34	75	109
❑ 2 Axle Trucks	107	11	3	14	6	11	17
❑ 3 Axle Trucks	71	8	3	11	4	7	11
❑ 4+ Axle Trucks	254	28	6	34	11	28	39
Building 1 Manufacturing Subtotal	*1,133*	*124*	*37*	*161*	*55*	*121*	*176*
Internal Capture[3]	-127	-6	-7	-13	-4	-5	-9
Building 1 Manufacturing Total	*1,006*	*118*	*30*	*148*	*51*	*116*	*167*
▪ Coffee Shop with Drive-Through (2,500 SF)	1,334	110	105	215	49	48	97
Internal Capture[3]	-40	-3	-3	-6	-1	-2	-3
Coffee Shop Subtotal	*1,294*	*107*	*102*	*209*	*48*	*46*	*94*
Pass-by Trips (Daily: 25%; AM: 25%; PM: 25%)[4]	-324	-27	-25	-52	-12	-12	-24
Coffee Shop Total	*970*	*80*	*77*	*157*	*36*	*34*	*70*
Fast Casual Restaurant (2,900 SF)	282	2	2	4	20	16	36
Internal Capture[3]	-8	0	0	0	-1	0	-1
Fast Casual Restaurant Subtotal	*274*	*2*	*2*	*4*	*19*	*16*	*35*
Pass-by Trips (Daily: 10%; AM: 10%; PM: 25%)[4]	-27	0	0	0	-5	-4	-9
Fast Casual Restaurant Total	*247*	*2*	*2*	*4*	*14*	*12*	*26*
▪ Fast Food Restaurant with Drive-Through (5,000 SF)	2,337	114	109	223	86	79	165
Internal Capture[3]	-70	-3	-4	-7	-3	-2	-5
Fast Food Restaurant Subtotal	*2,267*	*111*	*105*	*216*	*83*	*77*	*160*
Pass-by Trips (Daily: 25%; AM: 25%; PM: 25%)[4]	-567	-28	-26	-54	-21	-19	-40
Fast Food Restaurant Total	*1,700*	*83*	*79*	*162*	*62*	*58*	*120*
Total Commercial Project Net Trip Generation	**3,932**	**282**	**189**	**471**	**163**	**220**	**383**

[3] Project trip generation was adjusted to account for internal capture between the manufacturing employee and restaurant components of the Project.

[4] Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were referenced (Source: *Trip Generation Manual, 11th Edition*, ITE 2021):

- 930: Fast Casual Restaurant: Daily/AM peak hour/PM peak hour = 10% (assumed)/10% (assumed)/43% (assumed)
- 934: Fast Food Restaurant with Drive-Through Window: Daily/AM peak hour/PM peak hour = 25% (assumed)/50%/55%
- 937: Coffee/Donut Shop With Drive-Through Window: Daily/AM peak hour/PM peak hour – 25% (assumed)/50% (assumed)/25% (assumed)

However, in order to provide a conservative analysis, the pass-by factors have been reduced to a maximum of 25%.

TABLE 6-1
DESCRIPTION OF CUMULATIVE PROJECTS[1]

No.	Cumulative Project	Location/Address	Description
Riverside County			
1.	CUP200004	South of I-15, East of Temescal Canyon Road	8,559 SF Banquet, 1,800 SF Multipurpose Facility, 81,573 SF Retail, 6,790 SF Bakery with Drive-Through, 12,844 SF greenhouse, 6,850 SF Barn, 4,400 SF Amusement, 8,198 SF Waterpark
2.	CUP200044	Between Temescal Canyon Road and Park Canyon Drive	183,456 SF Warehouse
3.	CUP200048	South of I-15, East of Temescal Canyon Road	16,130 SF Commercial
4.	PPT220036	East of Temescal Canyon Road	201,264 SF Warehouse
5.	PPT220039	Between Temescal Canyon Road and Park Canyon Drive	183,456 SF Industrial
6.	PPT220046	Between I-15 and Temescal Canyon Road	12,025 SF Retail
7.	PPT230009	Serrano Specific Plan	330,400 SF Industrial
8.	PPT230010	Serrano Specific Plan	968,000 SF Industrial
9.	PPT230011	Serrano Specific Plan	1,001,000 SF Industrial
10.	PPT230012	Serrano Specific Plan	350,000 SF Industrial
11.	PPT230013	Serrano Specific Plan	586,800 SF Industrial
12.	PPT230014	Serrano Specific Plan	231,280 SF Industrial
13.	PPT230015	Serrano Specific Plan	216,500 SF Industrial
14.	CUP200011 (Glen Ivy Senior Living)	SWC of Temescal Canyon Road at Trilogy Parkway	216 DU Senior Living Attached, 256 Beds Assisted Living
15.	CUP210014	SWC of Temescal Canyon Road at Dawson Canyon Road	3,094 SF Marijuana Dispensary
16.	PP25776	SWC of Temescal Canyon Road at Squaw Mountain Road	57,650 SF Church
17.	PP26209	Juni Court	80 DU Single Family Attached
18.	PP26290 (Toscana Village Center)	NWC of Temescal Canyon Road at Indian Truck Trail	194,000 SF Commercial
19.	PPT180018	Terramor	162 DU Multifamily
20.	TR33688	North of Hunt Road	54 DU Single Family Detached

Notes:

- SF = Square-Feet
- DU = Dwelling Unit

[1] Source: Riverside County.

TABLE 6-1 (CONTINUED)
DESCRIPTION OF CUMULATIVE PROJECTS[2]

No.	Cumulative Project	Location/Address	Description
Riverside County			
21.	TTM37556, TTM38051	Terramor	250 DU Single Family Detached
22.	PAR230071 (Yee Property)	Between Lawson Road and Temescal Canyon Road	2,000 Students High School, 48 Single Family Detached
23.	PAR220056	SWC of I-15 at Temescal Canyon Road	25 VFP, 1,300 SF Lounge, 5,000 SF Restaurant Food Court, 6,250 SF Convenience Store
24.	MCP Residential Apartments	NEC of Lawson Road at Street A	350 DU Multifamily

Notes:

- SF = Square-Feet
- DU = Dwelling Unit
- VFP = Vehicle Fueling Position

[2] Source: Riverside County.

APPENDIX B

EXISTING TRAFFIC COUNT DATA

APPENDIX B-I

INTERSECTIONS

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

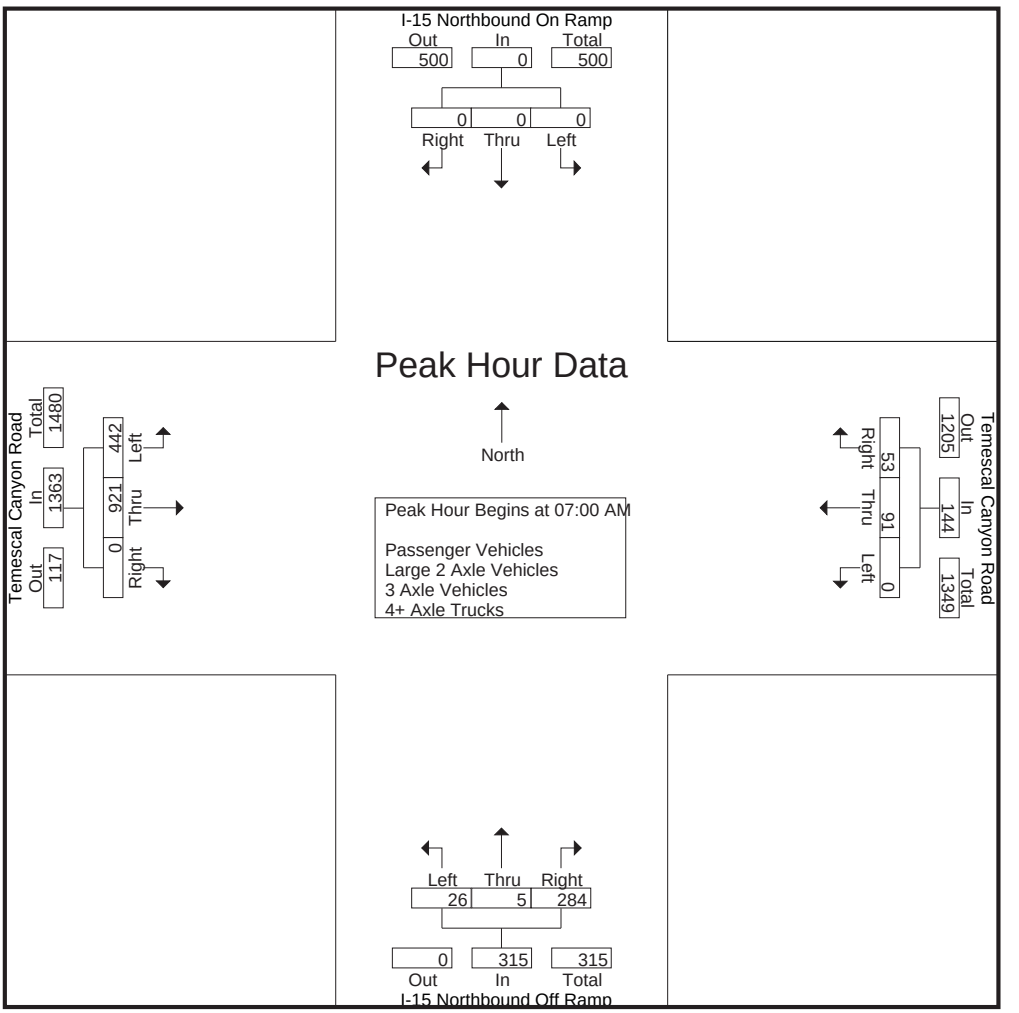
	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	22	13	35	1	1	61	63	111	241	0	352	450
07:15 AM	0	0	0	0	0	15	15	30	5	1	82	88	98	243	0	341	459
07:30 AM	0	0	0	0	0	18	13	31	8	2	67	77	101	238	0	339	447
07:45 AM	0	0	0	0	0	36	12	48	12	1	74	87	132	199	0	331	466
Total	0	0	0	0	0	91	53	144	26	5	284	315	442	921	0	1363	1822
08:00 AM	0	0	0	0	0	33	11	44	9	1	76	86	98	205	0	303	433
08:15 AM	0	0	0	0	0	34	11	45	15	0	68	83	109	205	0	314	442
08:30 AM	0	0	0	0	0	47	10	57	10	3	64	77	90	169	0	259	393
08:45 AM	0	0	0	0	0	32	16	48	10	1	77	88	83	128	0	211	347
Total	0	0	0	0	0	146	48	194	44	5	285	334	380	707	0	1087	1615
Grand Total	0	0	0	0	0	237	101	338	70	10	569	649	822	1628	0	2450	3437
Apprch %	0	0	0		0	70.1	29.9		10.8	1.5	87.7		33.6	66.4	0		
Total %	0	0	0	0	0	6.9	2.9	9.8	2	0.3	16.6	18.9	23.9	47.4	0	71.3	
Passenger Vehicles	0	0	0	0	0	193	34	227	65	4	531	600	712	1526	0	2238	3065
% Passenger Vehicles	0	0	0	0	0	81.4	33.7	67.2	92.9	40	93.3	92.4	86.6	93.7	0	91.3	89.2
Large 2 Axle Vehicles	0	0	0	0	0	24	10	34	4	1	15	20	22	24	0	46	100
% Large 2 Axle Vehicles	0	0	0	0	0	10.1	9.9	10.1	5.7	10	2.6	3.1	2.7	1.5	0	1.9	2.9
3 Axle Vehicles	0	0	0	0	0	10	14	24	0	0	8	8	42	26	0	68	100
% 3 Axle Vehicles	0	0	0	0	0	4.2	13.9	7.1	0	0	1.4	1.2	5.1	1.6	0	2.8	2.9
4+ Axle Trucks	0	0	0	0	0	10	43	53	1	5	15	21	46	52	0	98	172
% 4+ Axle Trucks	0	0	0	0	0	4.2	42.6	15.7	1.4	50	2.6	3.2	5.6	3.2	0	4	5

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	22	13	35	1	1	61	63	111	241	0	**352**	450
07:15 AM	0	0	0	0	0	15	**15**	30	5	1	**82**	**88**	98	**243**	0	341	459
07:30 AM	0	0	0	0	0	18	13	31	8	**2**	67	77	101	238	0	339	447
07:45 AM	0	0	0	0	0	**36**	12	**48**	**12**	1	74	87	**132**	199	0	331	**466**
Total Volume	0	0	0	0	0	91	53	144	26	5	284	315	442	921	0	1363	1822
% App. Total	0	0	0		0	63.2	36.8		8.3	1.6	90.2		32.4	67.6	0		
PHF	.000	.000	.000	.000	.000	.632	.883	.750	.542	.625	.866	.895	.837	.948	.000	.968	.977

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 2



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

	07:00 AM				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	0	0	0	0	0	36	**12**	48	5	1	**82**	**88**	111	241	0	**352**
+15 mins.	0	0	0	0	0	33	11	44	8	**2**	67	77	98	**243**	0	341
+30 mins.	0	0	0	0	0	34	11	45	**12**	1	74	87	101	238	0	339
+45 mins.	0	0	0	0	0	**47**	10	**57**	9	1	76	86	**132**	199	0	331
Total Volume	0	0	0	0	0	150	44	194	34	5	299	338	442	921	0	1363
% App. Total	0	0	0		0	77.3	22.7		10.1	1.5	88.5		32.4	67.6	0	
PHF	.000	.000	.000	.000	.000	.798	.917	.851	.708	.625	.912	.960	.837	.948	.000	.968

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County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	15	3	18	1	0	56	57	98	226	0	324	399
07:15 AM	0	0	0	0	0	12	4	16	5	0	77	82	86	232	0	318	416
07:30 AM	0	0	0	0	0	15	4	19	8	1	63	72	90	230	0	320	411
07:45 AM	0	0	0	0	0	32	3	35	11	1	66	78	125	187	0	312	425
Total	0	0	0	0	0	74	14	88	25	2	262	289	399	875	0	1274	1651
08:00 AM	0	0	0	0	0	27	3	30	8	0	73	81	75	195	0	270	381
08:15 AM	0	0	0	0	0	28	5	33	15	0	64	79	95	186	0	281	393
08:30 AM	0	0	0	0	0	37	5	42	8	2	61	71	73	158	0	231	344
08:45 AM	0	0	0	0	0	27	7	34	9	0	71	80	70	112	0	182	296
Total	0	0	0	0	0	119	20	139	40	2	269	311	313	651	0	964	1414
Grand Total	0	0	0	0	0	193	34	227	65	4	531	600	712	1526	0	2238	3065
Apprch %	0	0	0		0	85	15		10.8	0.7	88.5		31.8	68.2	0		
Total %	0	0	0	0	0	6.3	1.1	7.4	2.1	0.1	17.3	19.6	23.2	49.8	0	73	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	15	3	18	1	0	56	57	98	226	0	**324**	399
07:15 AM	0	0	0	0	0	12	**4**	16	5	0	**77**	**82**	86	**232**	0	318	416
07:30 AM	0	0	0	0	0	15	4	19	8	**1**	63	72	90	230	0	320	411
07:45 AM	0	0	0	0	0	**32**	3	**35**	**11**	1	66	78	**125**	187	0	312	**425**
Total Volume	0	0	0	0	0	74	14	88	25	2	262	289	399	875	0	1274	1651
% App. Total	0	0	0		0	84.1	15.9		8.7	0.7	90.7		31.3	68.7	0		
PHF	.000	.000	.000	.000	.000	.578	.875	.629	.568	.500	.851	.881	.798	.943	.000	.983	.971

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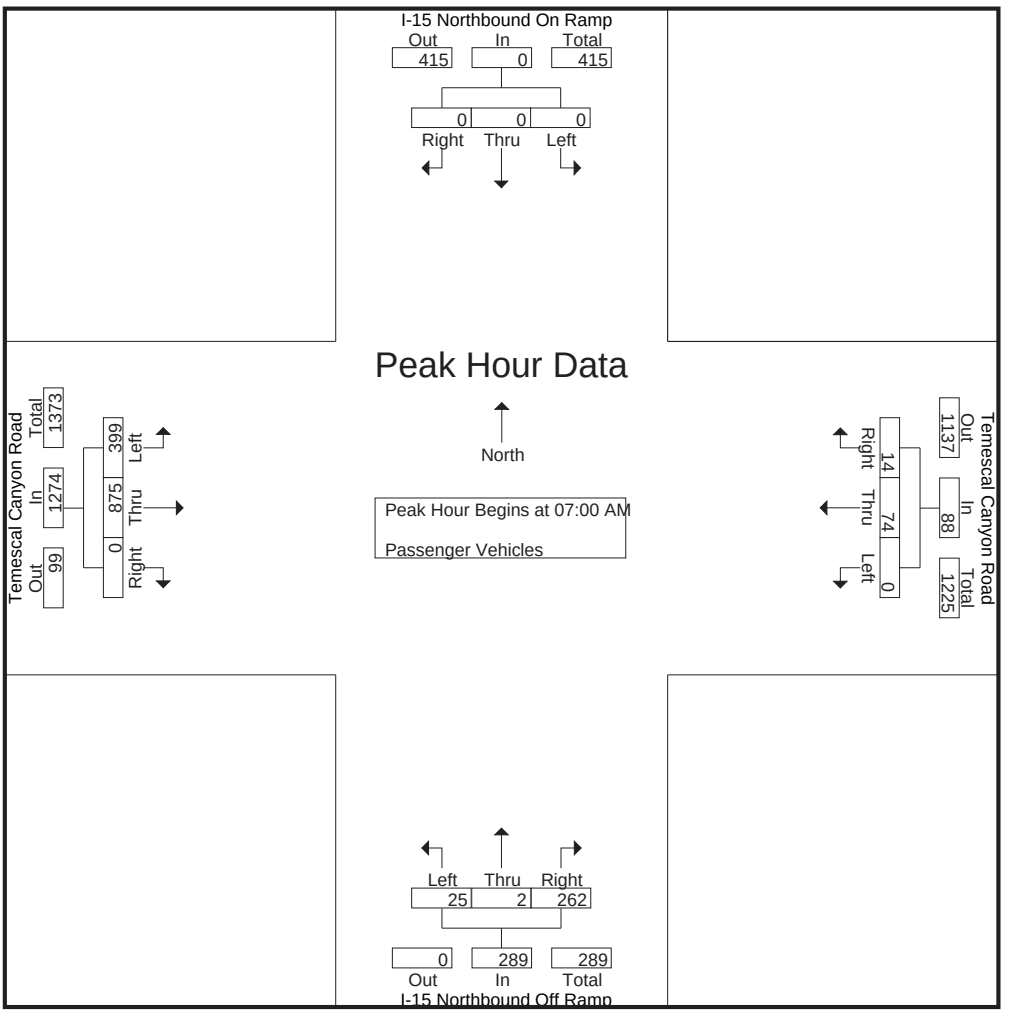
County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	15	3	18	1	0	56	57	98	226	0	**324**
+15 mins.	0	0	0	0	0	12	**4**	16	5	0	**77**	**82**	86	**232**	0	318
+30 mins.	0	0	0	0	0	15	4	19	8	**1**	63	72	90	230	0	320
+45 mins.	0	0	0	0	0	**32**	3	**35**	**11**	1	66	78	**125**	187	0	312
Total Volume	0	0	0	0	0	74	14	88	25	2	262	289	399	875	0	1274
% App. Total	0	0	0		0	84.1	15.9		8.7	0.7	90.7		31.3	68.7	0	
PHF	.000	.000	.000	.000	.000	.578	.875	.629	.568	.500	.851	.881	.798	.943	.000	.983

Counts Unlimited, Inc.
PO Box 1178
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(951) 268-6268

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	2	9	0	0	3	3	2	4	0	6	18
07:15 AM	0	0	0	0	0	2	1	3	0	0	1	1	2	6	0	8	12
07:30 AM	0	0	0	0	0	3	1	4	0	1	1	2	1	3	0	4	10
07:45 AM	0	0	0	0	0	1	1	2	1	0	4	5	2	3	0	5	12
Total	0	0	0	0	0	13	5	18	1	1	9	11	7	16	0	23	52
08:00 AM	0	0	0	0	0	2	2	4	1	0	1	2	5	0	0	5	11
08:15 AM	0	0	0	0	0	3	1	4	0	0	2	2	3	5	0	8	14
08:30 AM	0	0	0	0	0	4	1	5	1	0	1	2	3	1	0	4	11
08:45 AM	0	0	0	0	0	2	1	3	1	0	2	3	4	2	0	6	12
Total	0	0	0	0	0	11	5	16	3	0	6	9	15	8	0	23	48
Grand Total	0	0	0	0	0	24	10	34	4	1	15	20	22	24	0	46	100
Apprch %	0	0	0		0	70.6	29.4		20	5	75		47.8	52.2	0		
Total %	0	0	0	0	0	24	10	34	4	1	15	20	22	24	0	46	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**7**	**2**	**9**	0	0	3	3	**2**	4	0	6	**18**
07:15 AM	0	0	0	0	0	2	1	3	0	0	1	1	2	**6**	0	**8**	12
07:30 AM	0	0	0	0	0	3	1	4	0	**1**	1	2	1	3	0	4	10
07:45 AM	0	0	0	0	0	1	1	2	**1**	0	**4**	**5**	2	3	0	5	12
Total Volume	0	0	0	0	0	13	5	18	1	1	9	11	7	16	0	23	52
% App. Total	0	0	0		0	72.2	27.8		9.1	9.1	81.8		30.4	69.6	0		
PHF	.000	.000	.000	.000	.000	.464	.625	.500	.250	.250	.563	.550	.875	.667	.000	.719	.722

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PO Box 1178
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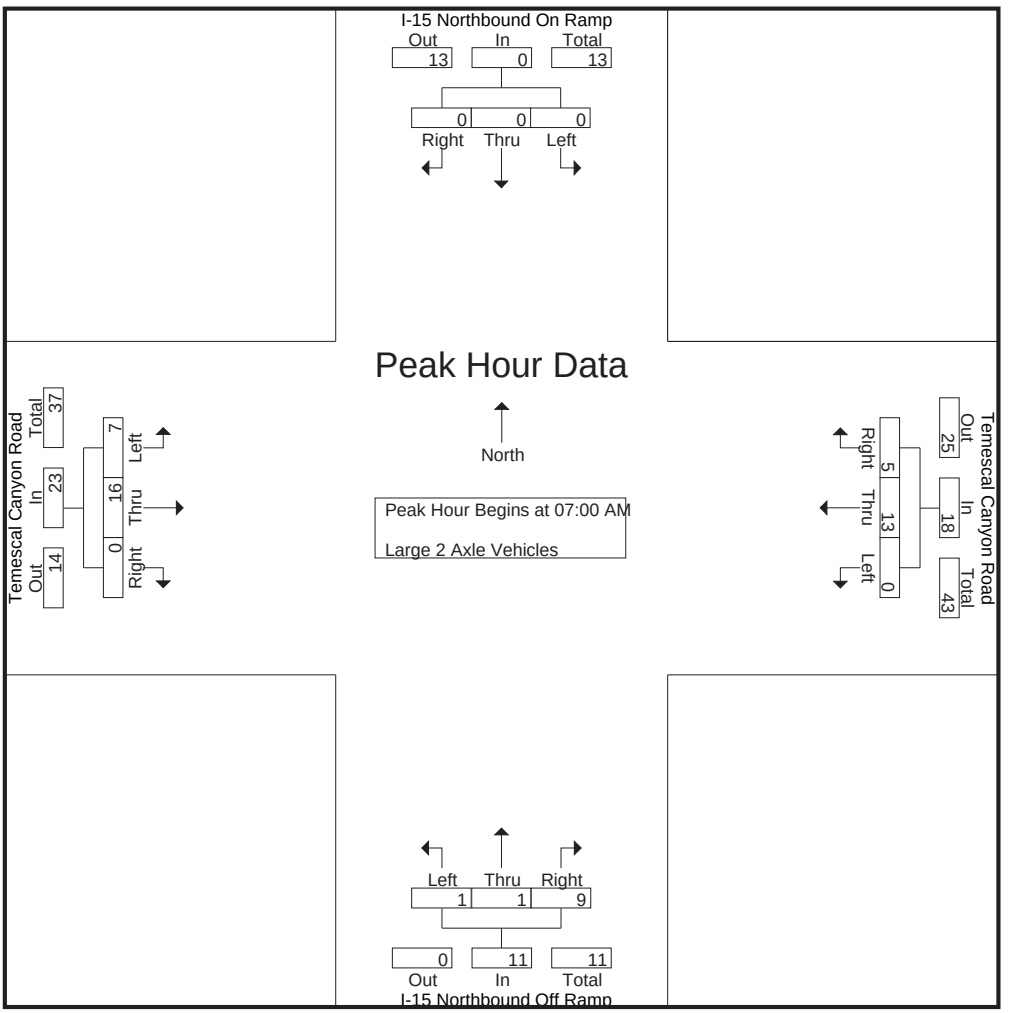
County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**7**	**2**	**9**	0	0	3	3	**2**	4	0	6
+15 mins.	0	0	0	0	0	2	1	3	0	0	1	1	2	**6**	0	**8**
+30 mins.	0	0	0	0	0	3	1	4	0	**1**	1	2	1	3	0	4
+45 mins.	0	0	0	0	0	1	1	2	**1**	0	**4**	**5**	2	3	0	5
Total Volume	0	0	0	0	0	13	5	18	1	1	9	11	7	16	0	23
% App. Total	0	0	0		0	72.2	27.8		9.1	9.1	81.8		30.4	69.6	0	
PHF	.000	.000	.000	.000	.000	.464	.625	.500	.250	.250	.563	.550	.875	.667	.000	.719

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

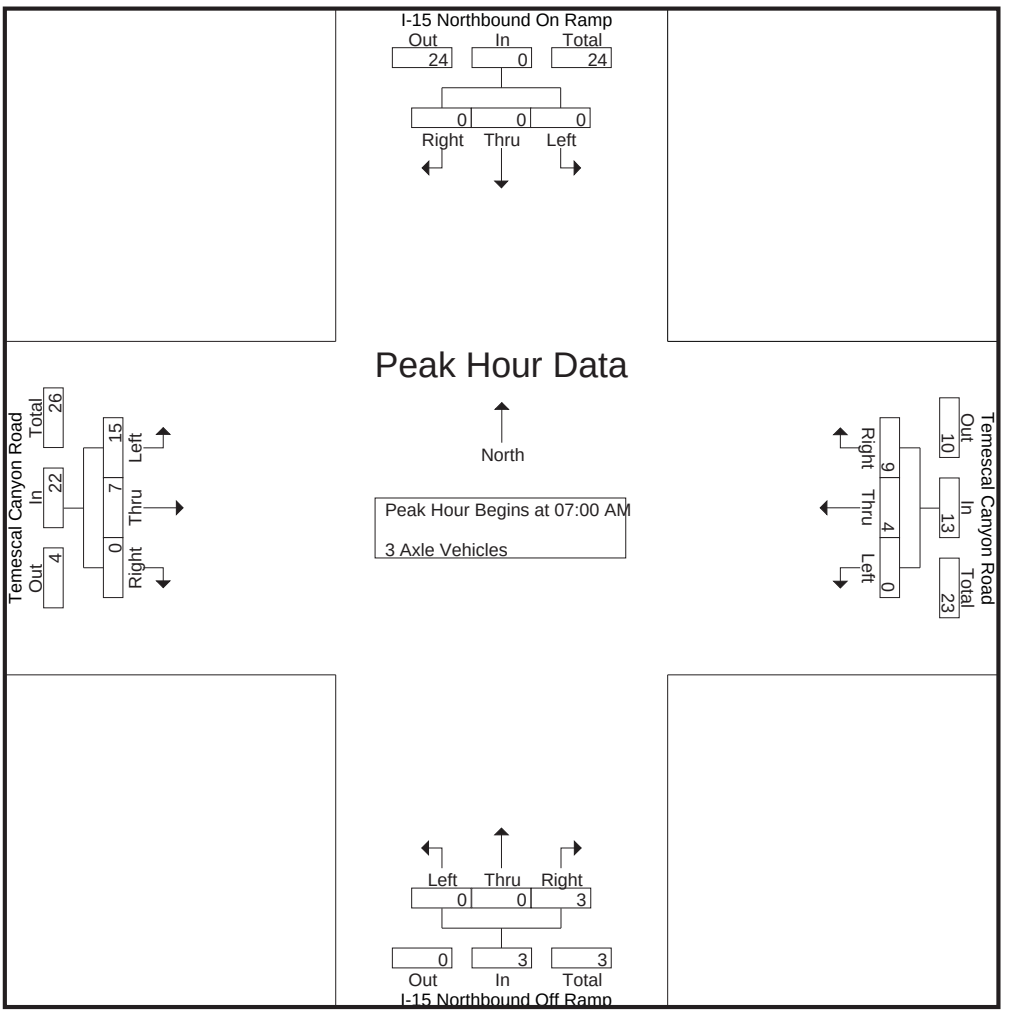
	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	3	3	0	6	8
07:15 AM	0	0	0	0	0	1	3	4	0	0	2	2	5	1	0	6	12
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	4	2	0	6	7
07:45 AM	0	0	0	0	0	3	4	7	0	0	0	0	3	1	0	4	11
Total	0	0	0	0	0	4	9	13	0	0	3	3	15	7	0	22	38
08:00 AM	0	0	0	0	0	3	1	4	0	0	1	1	9	5	0	14	19
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	7	5	0	12	14
08:30 AM	0	0	0	0	0	0	2	2	0	0	1	1	5	3	0	8	11
08:45 AM	0	0	0	0	0	2	2	4	0	0	2	2	6	6	0	12	18
Total	0	0	0	0	0	6	5	11	0	0	5	5	27	19	0	46	62
Grand Total	0	0	0	0	0	10	14	24	0	0	8	8	42	26	0	68	100
Apprch %	0	0	0		0	41.7	58.3		0	0	100		61.8	38.2	0		
Total %	0	0	0	0	0	10	14	24	0	0	8	8	42	26	0	68	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	3	**3**	0	**6**	8
07:15 AM	0	0	0	0	0	1	3	4	0	0	**2**	**2**	**5**	1	0	6	**12**
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	4	2	0	6	7
07:45 AM	0	0	0	0	0	**3**	**4**	**7**	0	0	0	0	3	1	0	4	11
Total Volume	0	0	0	0	0	4	9	13	0	0	3	3	15	7	0	22	38
% App. Total	0	0	0		0	30.8	69.2		0	0	100		68.2	31.8	0		
PHF	.000	.000	.000	.000	.000	.333	.563	.464	.000	.000	.375	.375	.750	.583	.000	.917	.792

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	1	1	3	**3**	0	**6**
+15 mins.	0	0	0	0	0	1	3	4	0	0	**2**	**2**	**5**	1	0	6
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	4	2	0	6
+45 mins.	0	0	0	0	0	**3**	**4**	**7**	0	0	0	0	3	1	0	4
Total Volume	0	0	0	0	0	4	9	13	0	0	3	3	15	7	0	22
% App. Total	0	0	0		0	30.8	69.2		0	0	100		68.2	31.8	0	
PHF	.000	.000	.000	.000	.000	.333	.563	.464	.000	.000	.375	.375	.750	.583	.000	.917

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Start Date : 2/29/2024
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Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	7	7	0	1	1	2	8	8	0	16	25
07:15 AM	0	0	0	0	0	0	7	7	0	1	2	3	5	4	0	9	19
07:30 AM	0	0	0	0	0	0	7	7	0	0	3	3	6	3	0	9	19
07:45 AM	0	0	0	0	0	0	4	4	0	0	4	4	2	8	0	10	18
Total	0	0	0	0	0	0	25	25	0	2	10	12	21	23	0	44	81
08:00 AM	0	0	0	0	0	1	5	6	0	1	1	2	9	5	0	14	22
08:15 AM	0	0	0	0	0	2	5	7	0	0	1	1	4	9	0	13	21
08:30 AM	0	0	0	0	0	6	2	8	1	1	1	3	9	7	0	16	27
08:45 AM	0	0	0	0	0	1	6	7	0	1	2	3	3	8	0	11	21
Total	0	0	0	0	0	10	18	28	1	3	5	9	25	29	0	54	91
Grand Total	0	0	0	0	0	10	43	53	1	5	15	21	46	52	0	98	172
Apprch %	0	0	0		0	18.9	81.1		4.8	23.8	71.4		46.9	53.1	0		
Total %	0	0	0	0	0	5.8	25	30.8	0.6	2.9	8.7	12.2	26.7	30.2	0	57	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**7**	**7**	0	**1**	1	2	**8**	**8**	0	**16**	**25**
07:15 AM	0	0	0	0	0	0	7	7	0	1	2	3	5	4	0	9	19
07:30 AM	0	0	0	0	0	0	7	7	0	0	3	3	6	3	0	9	19
07:45 AM	0	0	0	0	0	0	4	4	0	0	**4**	**4**	2	8	0	10	18
Total Volume	0	0	0	0	0	0	25	25	0	2	10	12	21	23	0	44	81
% App. Total	0	0	0		0	0	100		0	16.7	83.3		47.7	52.3	0		
PHF	.000	.000	.000	.000	.000	.000	.893	.893	.000	.500	.625	.750	.656	.719	.000	.688	.810

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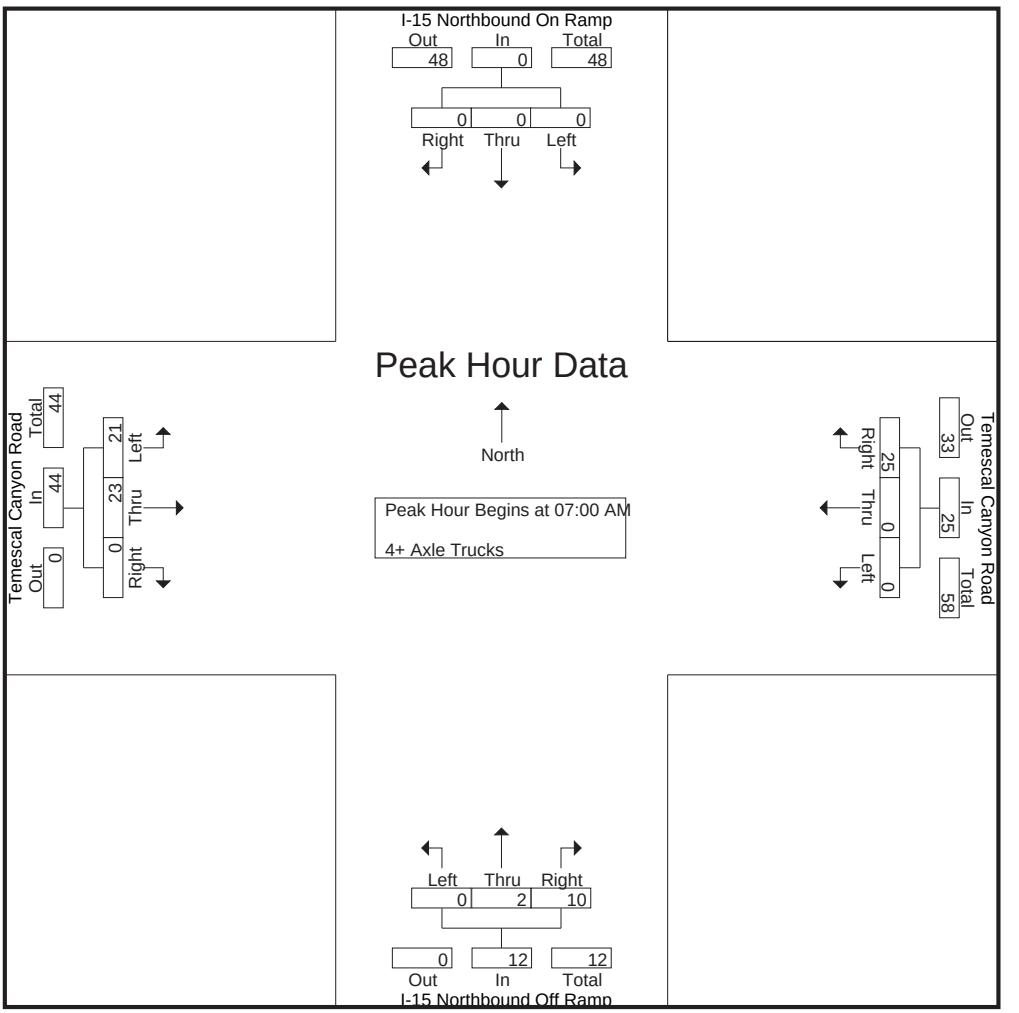

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	**7**	**7**	0	**1**	1	2	**8**	**8**	0	**16**
+15 mins.	0	0	0	0	0	0	7	7	0	1	2	3	5	4	0	9
+30 mins.	0	0	0	0	0	0	7	7	0	0	3	3	6	3	0	9
+45 mins.	0	0	0	0	0	0	4	4	0	0	**4**	**4**	2	8	0	10
Total Volume	0	0	0	0	0	0	25	25	0	2	10	12	21	23	0	44
% App. Total	0	0	0		0	0	100		0	16.7	83.3		47.7	52.3	0	
PHF	.000	.000	.000	.000	.000	.000	.893	.893	.000	.500	.625	.750	.656	.719	.000	.688

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County of Riverside
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E/W: Temescal Canyon Road
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File Name : 01_CRV_15N_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	210	21	231	15	2	27	44	76	42	0	118	393
04:15 PM	0	0	0	0	0	212	11	223	13	0	26	39	62	45	0	107	369
04:30 PM	0	0	0	0	0	228	28	256	21	0	28	49	68	44	0	112	417
04:45 PM	0	0	0	0	0	192	23	215	13	3	19	35	67	32	0	99	349
Total	0	0	0	0	0	842	83	925	62	5	100	167	273	163	0	436	1528
05:00 PM	0	0	0	0	0	205	20	225	24	2	21	47	68	34	0	102	374
05:15 PM	0	0	0	0	0	239	16	255	15	0	18	33	84	36	0	120	408
05:30 PM	0	0	0	0	0	183	21	204	13	0	20	33	82	32	0	114	351
05:45 PM	0	0	0	0	0	163	16	179	16	0	15	31	66	27	0	93	303
Total	0	0	0	0	0	790	73	863	68	2	74	144	300	129	0	429	1436
Grand Total	0	0	0	0	0	1632	156	1788	130	7	174	311	573	292	0	865	2964
Apprch %	0	0	0		0	91.3	8.7		41.8	2.3	55.9		66.2	33.8	0		
Total %	0	0	0	0	0	55.1	5.3	60.3	4.4	0.2	5.9	10.5	19.3	9.9	0	29.2	
Passenger Vehicles	0	0	0	0	0	1584	84	1668	124	4	143	271	539	252	0	791	2730
% Passenger Vehicles	0	0	0	0	0	97.1	53.8	93.3	95.4	57.1	82.2	87.1	94.1	86.3	0	91.4	92.1
Large 2 Axle Vehicles	0	0	0	0	0	19	6	25	6	0	11	17	19	8	0	27	69
% Large 2 Axle Vehicles	0	0	0	0	0	1.2	3.8	1.4	4.6	0	6.3	5.5	3.3	2.7	0	3.1	2.3
3 Axle Vehicles	0	0	0	0	0	6	51	57	0	1	1	2	9	21	0	30	89
% 3 Axle Vehicles	0	0	0	0	0	0.4	32.7	3.2	0	14.3	0.6	0.6	1.6	7.2	0	3.5	3
4+ Axle Trucks	0	0	0	0	0	23	15	38	0	2	19	21	6	11	0	17	76
% 4+ Axle Trucks	0	0	0	0	0	1.4	9.6	2.1	0	28.6	10.9	6.8	1	3.8	0	2	2.6

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	228	**28**	**256**	21	0	**28**	**49**	68	**44**	0	112	**417**
04:45 PM	0	0	0	0	0	192	23	215	13	**3**	19	35	67	32	0	99	349
05:00 PM	0	0	0	0	0	205	20	225	**24**	2	21	47	68	34	0	102	374
05:15 PM	0	0	0	0	0	**239**	16	255	15	0	18	33	**84**	36	0	**120**	408
Total Volume	0	0	0	0	0	864	87	951	73	5	86	164	287	146	0	433	1548
% App. Total	0	0	0		0	90.9	9.1		44.5	3	52.4		66.3	33.7	0		
PHF	.000	.000	.000	.000	.000	.904	.777	.929	.760	.417	.768	.837	.854	.830	.000	.902	.928

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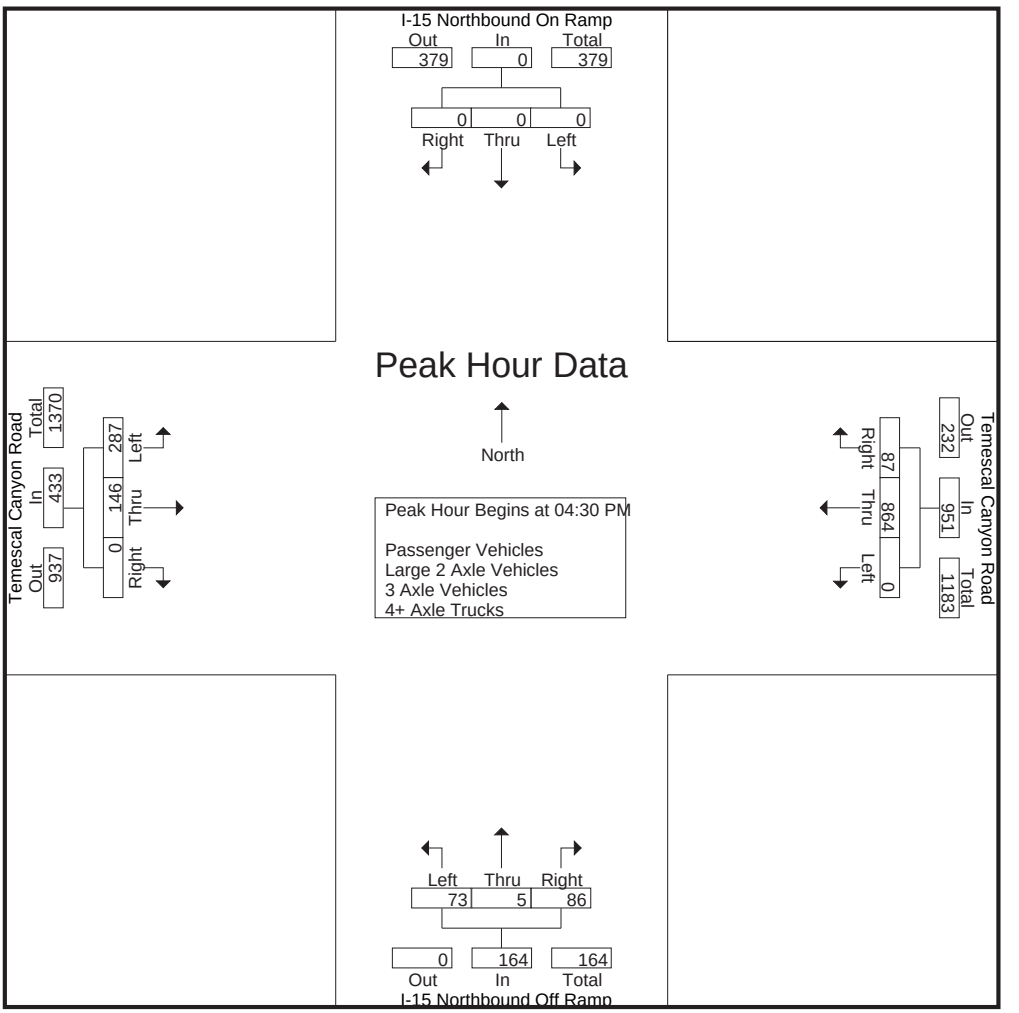

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	0	0	0	0	0	228	**28**	**256**	13	0	26	39	**76**	42	0	**118**
+15 mins.	0	0	0	0	0	192	23	215	21	0	**28**	**49**	62	**45**	0	107
+30 mins.	0	0	0	0	0	205	20	225	13	**3**	19	35	68	44	0	112
+45 mins.	0	0	0	0	0	**239**	16	255	**24**	2	21	47	67	32	0	99
Total Volume	0	0	0	0	0	864	87	951	71	5	94	170	273	163	0	436
% App. Total	0	0	0		0	90.9	9.1		41.8	2.9	55.3		62.6	37.4	0	
PHF	.000	.000	.000	.000	.000	.904	.777	.929	.740	.417	.839	.867	.898	.906	.000	.924

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Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	203	11	214	14	2	24	40	68	33	0	101	355
04:15 PM	0	0	0	0	0	204	4	208	13	0	18	31	57	36	0	93	332
04:30 PM	0	0	0	0	0	222	15	237	20	0	25	45	62	39	0	101	383
04:45 PM	0	0	0	0	0	185	10	195	13	0	17	30	65	27	0	92	317
Total	0	0	0	0	0	814	40	854	60	2	84	146	252	135	0	387	1387
05:00 PM	0	0	0	0	0	200	10	210	22	2	19	43	63	31	0	94	347
05:15 PM	0	0	0	0	0	230	10	240	13	0	16	29	81	32	0	113	382
05:30 PM	0	0	0	0	0	179	13	192	13	0	12	25	79	28	0	107	324
05:45 PM	0	0	0	0	0	161	11	172	16	0	12	28	64	26	0	90	290
Total	0	0	0	0	0	770	44	814	64	2	59	125	287	117	0	404	1343
Grand Total	0	0	0	0	0	1584	84	1668	124	4	143	271	539	252	0	791	2730
Apprch %	0	0	0		0	95	5		45.8	1.5	52.8		68.1	31.9	0		
Total %	0	0	0	0	0	58	3.1	61.1	4.5	0.1	5.2	9.9	19.7	9.2	0	29	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	222	**15**	237	20	0	**25**	**45**	62	**39**	0	101	**383**
04:45 PM	0	0	0	0	0	185	10	195	13	0	17	30	65	27	0	92	317
05:00 PM	0	0	0	0	0	200	10	210	**22**	**2**	19	43	63	31	0	94	347
05:15 PM	0	0	0	0	0	**230**	10	**240**	13	0	16	29	**81**	32	0	**113**	382
Total Volume	0	0	0	0	0	837	45	882	68	2	77	147	271	129	0	400	1429
% App. Total	0	0	0		0	94.9	5.1		46.3	1.4	52.4		67.8	32.2	0		
PHF	.000	.000	.000	.000	.000	.910	.750	.919	.773	.250	.770	.817	.836	.827	.000	.885	.933

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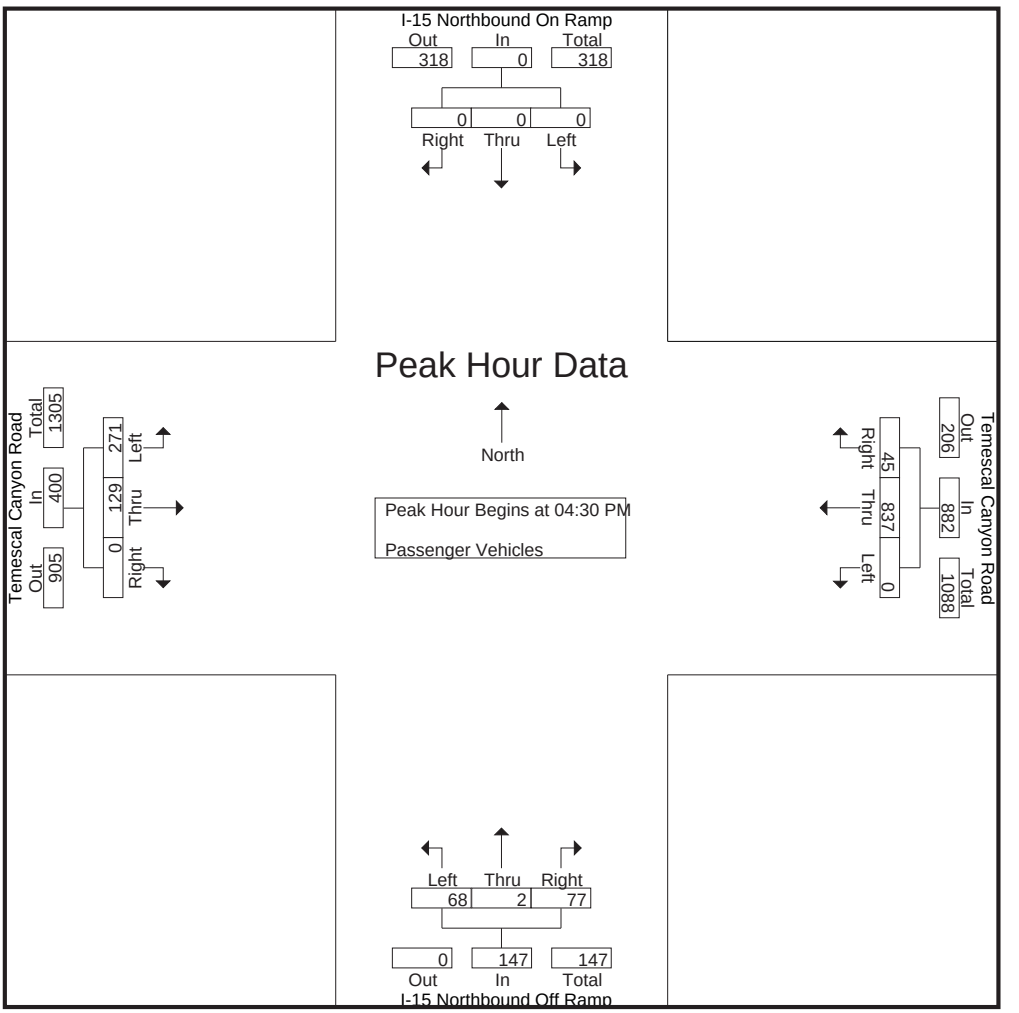

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	222	**15**	237	20	0	**25**	**45**	62	**39**	0	101
+15 mins.	0	0	0	0	0	185	10	195	13	0	17	30	65	27	0	92
+30 mins.	0	0	0	0	0	200	10	210	**22**	**2**	19	43	63	31	0	94
+45 mins.	0	0	0	0	0	**230**	10	**240**	13	0	16	29	**81**	32	0	**113**
Total Volume	0	0	0	0	0	837	45	882	68	2	77	147	271	129	0	400
% App. Total	0	0	0		0	94.9	5.1		46.3	1.4	52.4		67.8	32.2	0	
PHF	.000	.000	.000	.000	.000	.910	.750	.919	.773	.250	.770	.817	.836	.827	.000	.885

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Groups Printed- Large 2 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	1	4	1	0	0	1	3	3	0	6	11
04:15 PM	0	0	0	0	0	4	1	5	0	0	4	4	3	0	0	3	12
04:30 PM	0	0	0	0	0	2	0	2	1	0	1	2	4	2	0	6	10
04:45 PM	0	0	0	0	0	4	0	4	0	0	1	1	2	0	0	2	7
Total	0	0	0	0	0	13	2	15	2	0	6	8	12	5	0	17	40
05:00 PM	0	0	0	0	0	3	1	4	2	0	2	4	3	0	0	3	11
05:15 PM	0	0	0	0	0	2	0	2	2	0	2	4	1	1	0	2	8
05:30 PM	0	0	0	0	0	1	2	3	0	0	1	1	3	2	0	5	9
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	4	10	4	0	5	9	7	3	0	10	29
Grand Total	0	0	0	0	0	19	6	25	6	0	11	17	19	8	0	27	69
Apprch %	0	0	0		0	76	24		35.3	0	64.7		70.4	29.6	0		
Total %	0	0	0	0	0	27.5	8.7	36.2	8.7	0	15.9	24.6	27.5	11.6	0	39.1	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	1	0	1	2	**4**	**2**	0	**6**	10
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	1	1	2	0	0	2	7
05:00 PM	0	0	0	0	0	3	**1**	4	**2**	0	**2**	**4**	3	0	0	3	**11**
05:15 PM	0	0	0	0	0	2	0	2	2	0	2	4	1	1	0	2	8
Total Volume	0	0	0	0	0	11	1	12	5	0	6	11	10	3	0	13	36
% App. Total	0	0	0		0	91.7	8.3		45.5	0	54.5		76.9	23.1	0		
PHF	.000	.000	.000	.000	.000	.688	.250	.750	.625	.000	.750	.688	.625	.375	.000	.542	.818

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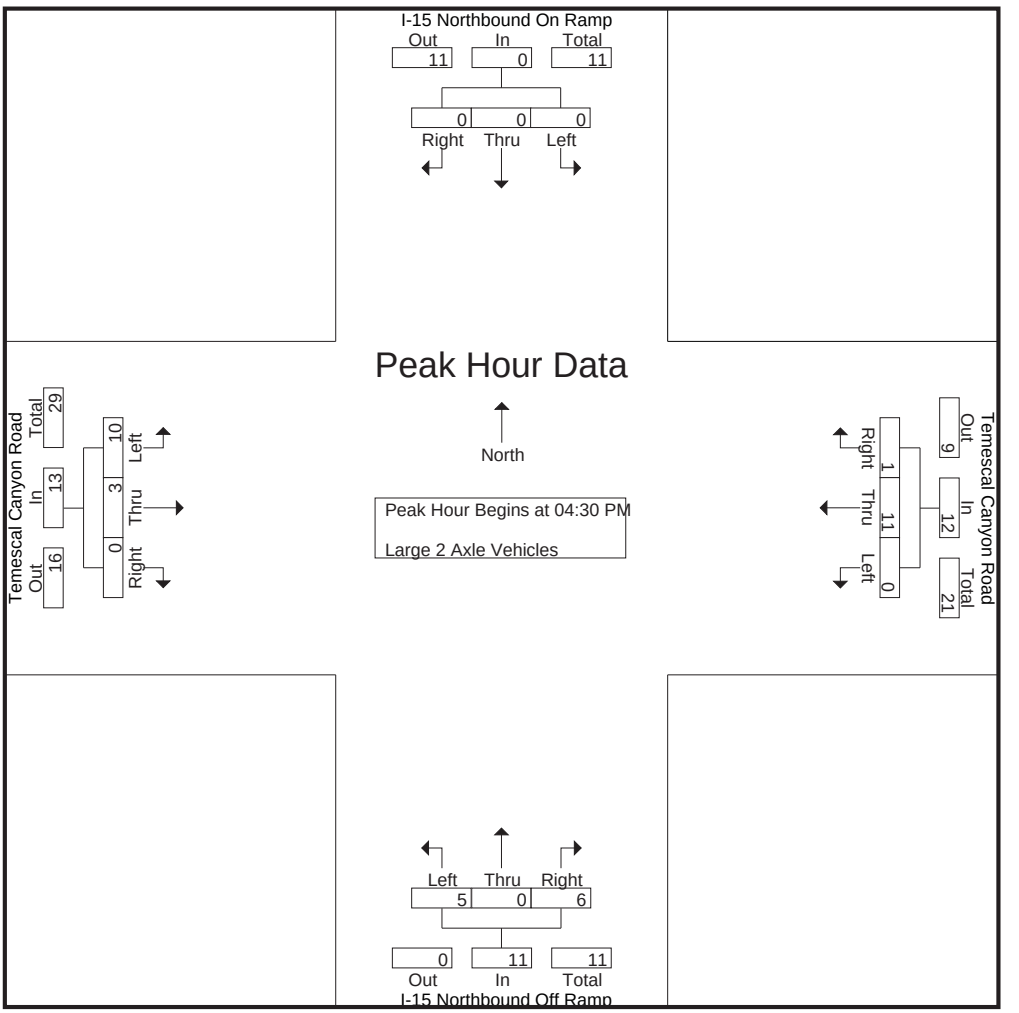

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	1	0	1	2	**4**	**2**	0	**6**
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	1	1	2	0	0	2
+30 mins.	0	0	0	0	0	3	**1**	4	**2**	0	**2**	**4**	3	0	0	3
+45 mins.	0	0	0	0	0	2	0	2	2	0	2	4	1	1	0	2
Total Volume	0	0	0	0	0	11	1	12	5	0	6	11	10	3	0	13
% App. Total	0	0	0		0	91.7	8.3		45.5	0	54.5		76.9	23.1	0	
PHF	.000	.000	.000	.000	.000	.688	.250	.750	.625	.000	.750	.688	.625	.375	.000	.542

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County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- 3 Axle Vehicles

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	6	6	0	0	0	0	4	5	0	9	15
04:15 PM	0	0	0	0	0	1	6	7	0	0	0	0	2	6	0	8	15
04:30 PM	0	0	0	0	0	1	11	12	0	0	0	0	2	3	0	5	17
04:45 PM	0	0	0	0	0	0	11	11	0	1	0	1	0	2	0	2	14
Total	0	0	0	0	0	2	34	36	0	1	0	1	8	16	0	24	61
05:00 PM	0	0	0	0	0	1	7	8	0	0	0	0	0	2	0	2	10
05:15 PM	0	0	0	0	0	1	6	7	0	0	0	0	1	1	0	2	9
05:30 PM	0	0	0	0	0	1	3	4	0	0	1	1	0	1	0	1	6
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	17	21	0	0	1	1	1	5	0	6	28
Grand Total	0	0	0	0	0	6	51	57	0	1	1	2	9	21	0	30	89
Apprch %	0	0	0		0	10.5	89.5		0	50	50		30	70	0		
Total %	0	0	0	0	0	6.7	57.3	64	0	1.1	1.1	2.2	10.1	23.6	0	33.7	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	**11**	**12**	0	0	0	0	**2**	**3**	0	**5**	**17**
04:45 PM	0	0	0	0	0	0	11	11	0	**1**	0	**1**	0	2	0	2	14
05:00 PM	0	0	0	0	0	1	7	8	0	0	0	0	0	2	0	2	10
05:15 PM	0	0	0	0	0	1	6	7	0	0	0	0	1	1	0	2	9
Total Volume	0	0	0	0	0	3	35	38	0	1	0	1	3	8	0	11	50
% App. Total	0	0	0		0	7.9	92.1		0	100	0		27.3	72.7	0		
PHF	.000	.000	.000	.000	.000	.750	.795	.792	.000	.250	.000	.250	.375	.667	.000	.550	.735

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County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn PM
Site Code : 05724184
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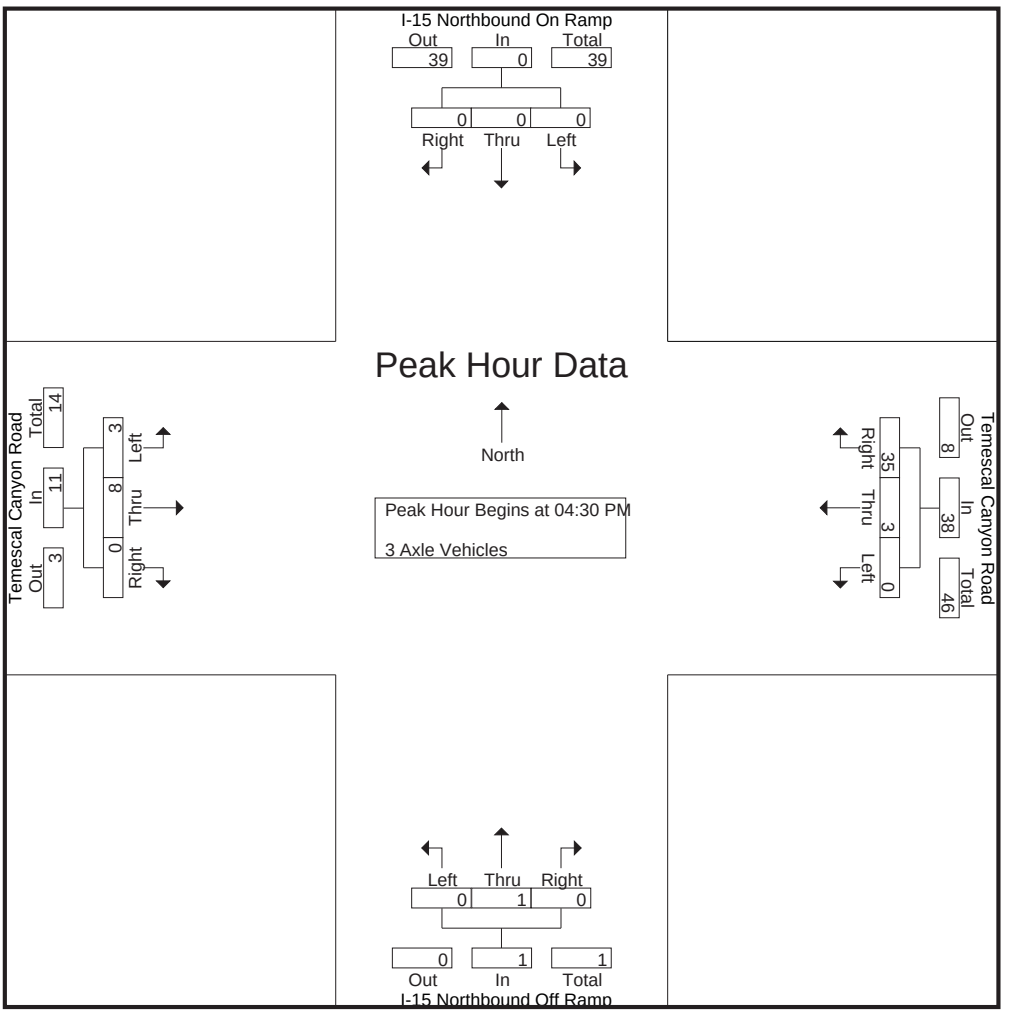

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	**11**	**12**	0	0	0	0	**2**	**3**	0	**5**
+15 mins.	0	0	0	0	0	0	11	11	0	**1**	0	**1**	0	2	0	2
+30 mins.	0	0	0	0	0	1	7	8	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	6	7	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	3	35	38	0	1	0	1	3	8	0	11
% App. Total	0	0	0		0	7.9	92.1		0	100	0		27.3	72.7	0	
PHF	.000	.000	.000	.000	.000	.750	.795	.792	.000	.250	.000	.250	.375	.667	.000	.550

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County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- 4+ Axle Trucks

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	3	7	0	0	3	3	1	1	0	2	12
04:15 PM	0	0	0	0	0	3	0	3	0	0	4	4	0	3	0	3	10
04:30 PM	0	0	0	0	0	3	2	5	0	0	2	2	0	0	0	0	7
04:45 PM	0	0	0	0	0	3	2	5	0	2	1	3	0	3	0	3	11
Total	0	0	0	0	0	13	7	20	0	2	10	12	1	7	0	8	40
05:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	2	1	0	3	6
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	1	2	0	3	9
05:30 PM	0	0	0	0	0	2	3	5	0	0	6	6	0	1	0	1	12
05:45 PM	0	0	0	0	0	1	3	4	0	0	3	3	2	0	0	2	9
Total	0	0	0	0	0	10	8	18	0	0	9	9	5	4	0	9	36
Grand Total	0	0	0	0	0	23	15	38	0	2	19	21	6	11	0	17	76
Apprch %	0	0	0		0	60.5	39.5		0	9.5	90.5		35.3	64.7	0		
Total %	0	0	0	0	0	30.3	19.7	50	0	2.6	25	27.6	7.9	14.5	0	22.4	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	**2**	5	0	0	**2**	2	0	0	0	0	7
04:45 PM	0	0	0	0	0	3	2	5	0	**2**	1	**3**	0	**3**	0	**3**	**11**
05:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	**2**	1	0	3	6
05:15 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	1	2	0	3	9
Total Volume	0	0	0	0	0	13	6	19	0	2	3	5	3	6	0	9	33
% App. Total	0	0	0		0	68.4	31.6		0	40	60		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.542	.750	.792	.000	.250	.375	.417	.375	.500	.000	.750	.750

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County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 01_CRV_15N_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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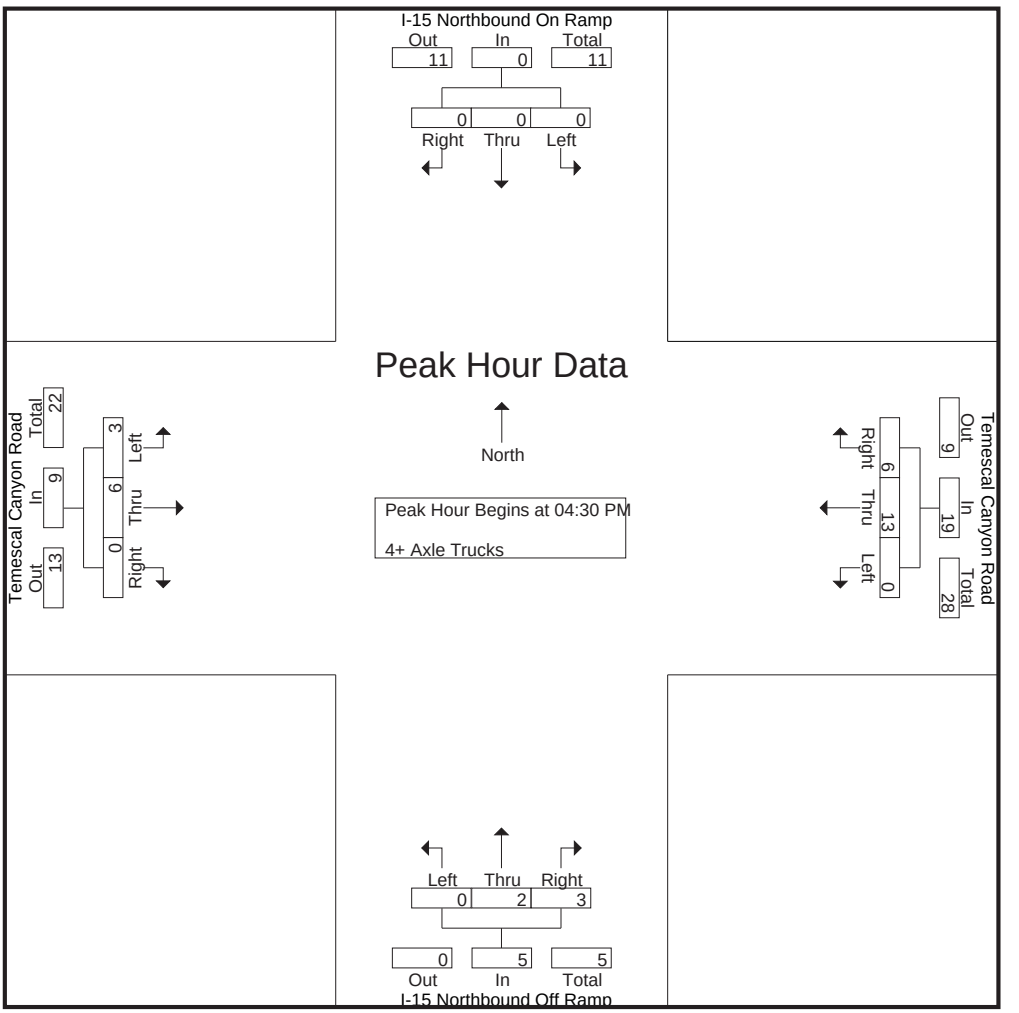

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	3	**2**	5	0	0	**2**	2	0	0	0	0
+15 mins.	0	0	0	0	0	3	2	5	0	**2**	1	**3**	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	1	2	3	0	0	0	0	**2**	1	0	3
+45 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	1	2	0	3
Total Volume	0	0	0	0	0	13	6	19	0	2	3	5	3	6	0	9
% App. Total	0	0	0		0	68.4	31.6		0	40	60		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.542	.750	.792	.000	.250	.375	.417	.375	.500	.000	.750

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	0	63	84	10	9	0	19	0	0	0	0	0	331	10	341	444
07:15 AM	14	0	60	74	7	14	0	21	0	0	0	0	0	326	8	334	429
07:30 AM	13	0	80	93	6	20	0	26	0	0	0	0	0	331	6	337	456
07:45 AM	18	0	91	109	9	35	0	44	0	0	0	0	0	316	7	323	476
Total	66	0	294	360	32	78	0	110	0	0	0	0	0	1304	31	1335	1805
08:00 AM	27	0	86	113	13	27	0	40	0	0	0	0	0	283	12	295	448
08:15 AM	18	1	90	109	13	36	0	49	0	0	0	0	0	305	11	316	474
08:30 AM	20	1	137	158	17	34	0	51	0	0	0	0	0	235	19	254	463
08:45 AM	26	1	83	110	11	34	0	45	0	0	0	0	0	196	13	209	364
Total	91	3	396	490	54	131	0	185	0	0	0	0	0	1019	55	1074	1749
Grand Total	157	3	690	850	86	209	0	295	0	0	0	0	0	2323	86	2409	3554
Apprch %	18.5	0.4	81.2		29.2	70.8	0		0	0	0		0	96.4	3.6		
Total %	4.4	0.1	19.4	23.9	2.4	5.9	0	8.3	0	0	0	0	0	65.4	2.4	67.8	
Passenger Vehicles	74	0	527	601	55	192	0	247	0	0	0	0	0	2193	80	2273	3121
% Passenger Vehicles	47.1	0	76.4	70.7	64	91.9	0	83.7	0	0	0	0	0	94.4	93	94.4	87.8
Large 2 Axle Vehicles	9	1	42	52	18	10	0	28	0	0	0	0	0	34	4	38	118
% Large 2 Axle Vehicles	5.7	33.3	6.1	6.1	20.9	4.8	0	9.5	0	0	0	0	0	1.5	4.7	1.6	3.3
3 Axle Vehicles	21	0	51	72	5	5	0	10	0	0	0	0	0	48	1	49	131
% 3 Axle Vehicles	13.4	0	7.4	8.5	5.8	2.4	0	3.4	0	0	0	0	0	2.1	1.2	2	3.7
4+ Axle Trucks	53	2	70	125	8	2	0	10	0	0	0	0	0	48	1	49	184
% 4+ Axle Trucks	33.8	66.7	10.1	14.7	9.3	1	0	3.4	0	0	0	0	0	2.1	1.2	2	5.2

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	0	91	109	9	35	0	44	0	0	0	0	0	**316**	7	**323**	**476**
08:00 AM	**27**	0	86	113	13	27	0	40	0	0	0	0	0	283	12	295	448
08:15 AM	18	**1**	90	109	13	**36**	0	49	0	0	0	0	0	305	11	316	474
08:30 AM	20	1	**137**	**158**	**17**	34	0	**51**	0	0	0	0	0	235	**19**	254	463
Total Volume	83	2	404	489	52	132	0	184	0	0	0	0	0	1139	49	1188	1861
% App. Total	17	0.4	82.6		28.3	71.7	0		0	0	0		0	95.9	4.1		
PHF	.769	.500	.737	.774	.765	.917	.000	.902	.000	.000	.000	.000	.000	.901	.645	.920	.977

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn AM
Site Code : 05724184
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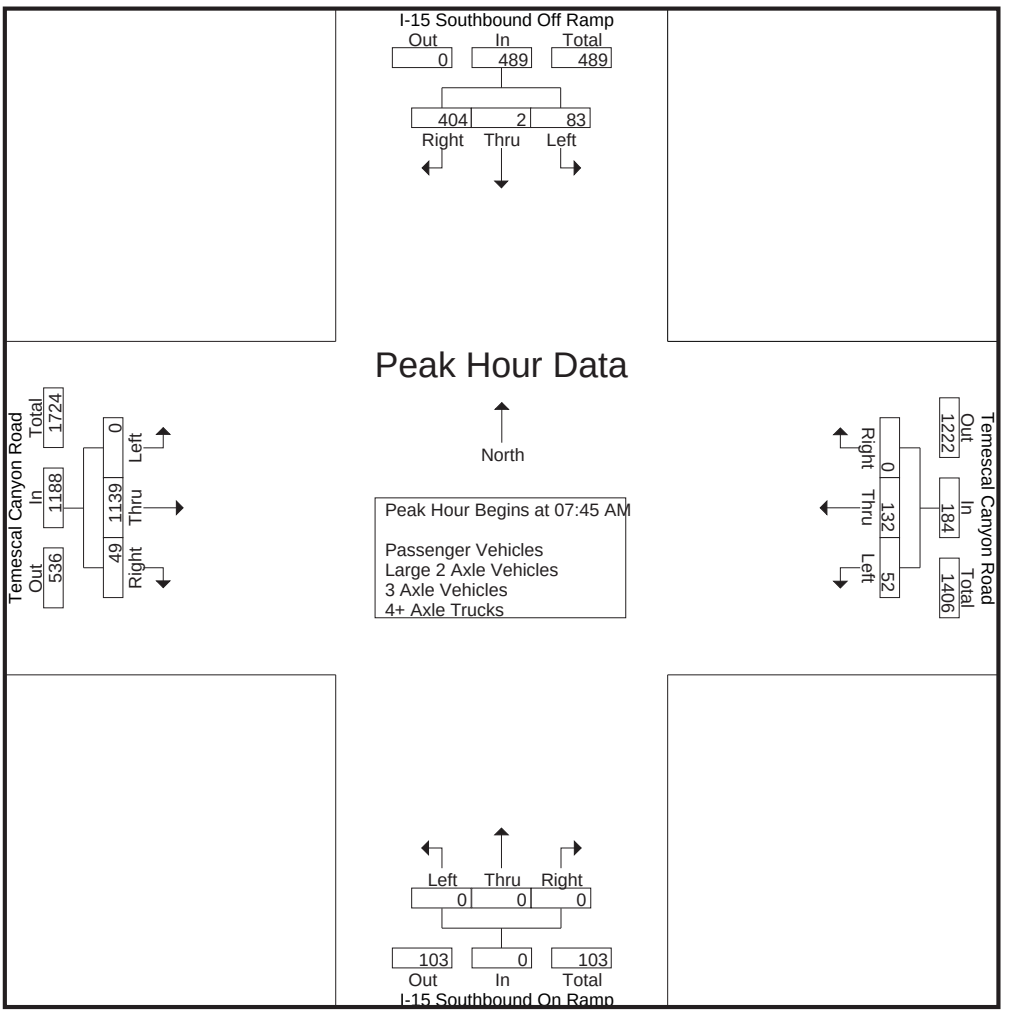

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	**27**	0	86	113	13	27	0	40	0	0	0	0	0	**331**	**10**	**341**
+15 mins.	18	**1**	90	109	13	**36**	0	49	0	0	0	0	0	326	8	334
+30 mins.	20	1	**137**	**158**	**17**	34	0	**51**	0	0	0	0	0	331	6	337
+45 mins.	26	1	83	110	11	34	0	45	0	0	0	0	0	316	7	323
Total Volume	91	3	396	490	54	131	0	185	0	0	0	0	0	1304	31	1335
% App. Total	18.6	0.6	80.8		29.2	70.8	0		0	0	0		0	97.7	2.3	
PHF	.843	.750	.723	.775	.794	.910	.000	.907	.000	.000	.000	.000	.000	.985	.775	.979

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File Name : 02_CRV_15S_Tem Cyn AM
Site Code : 05724184
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Groups Printed- Passenger Vehicles

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	0	47	55	6	7	0	13	0	0	0	0	0	318	9	327	395
07:15 AM	6	0	47	53	5	13	0	18	0	0	0	0	0	308	8	316	387
07:30 AM	9	0	64	73	2	20	0	22	0	0	0	0	0	318	6	324	419
07:45 AM	9	0	71	80	8	31	0	39	0	0	0	0	0	308	7	315	434
Total	32	0	229	261	21	71	0	92	0	0	0	0	0	1252	30	1282	1635
08:00 AM	15	0	65	80	8	26	0	34	0	0	0	0	0	261	11	272	386
08:15 AM	6	0	66	72	11	33	0	44	0	0	0	0	0	283	10	293	409
08:30 AM	11	0	102	113	7	32	0	39	0	0	0	0	0	217	16	233	385
08:45 AM	10	0	65	75	8	30	0	38	0	0	0	0	0	180	13	193	306
Total	42	0	298	340	34	121	0	155	0	0	0	0	0	941	50	991	1486
Grand Total	74	0	527	601	55	192	0	247	0	0	0	0	0	2193	80	2273	3121
Apprch %	12.3	0	87.7		22.3	77.7	0		0	0	0		0	96.5	3.5		
Total %	2.4	0	16.9	19.3	1.8	6.2	0	7.9	0	0	0	0	0	70.3	2.6	72.8	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	0	71	80	8	31	0	39	0	0	0	0	0	**308**	7	**315**	**434**
08:00 AM	**15**	0	65	80	8	26	0	34	0	0	0	0	0	261	11	272	386
08:15 AM	6	0	66	72	**11**	**33**	0	**44**	0	0	0	0	0	283	10	293	409
08:30 AM	11	0	**102**	**113**	7	32	0	39	0	0	0	0	0	217	**16**	233	385
Total Volume	41	0	304	345	34	122	0	156	0	0	0	0	0	1069	44	1113	1614
% App. Total	11.9	0	88.1		21.8	78.2	0		0	0	0		0	96	4		
PHF	.683	.000	.745	.763	.773	.924	.000	.886	.000	.000	.000	.000	.000	.868	.688	.883	.930

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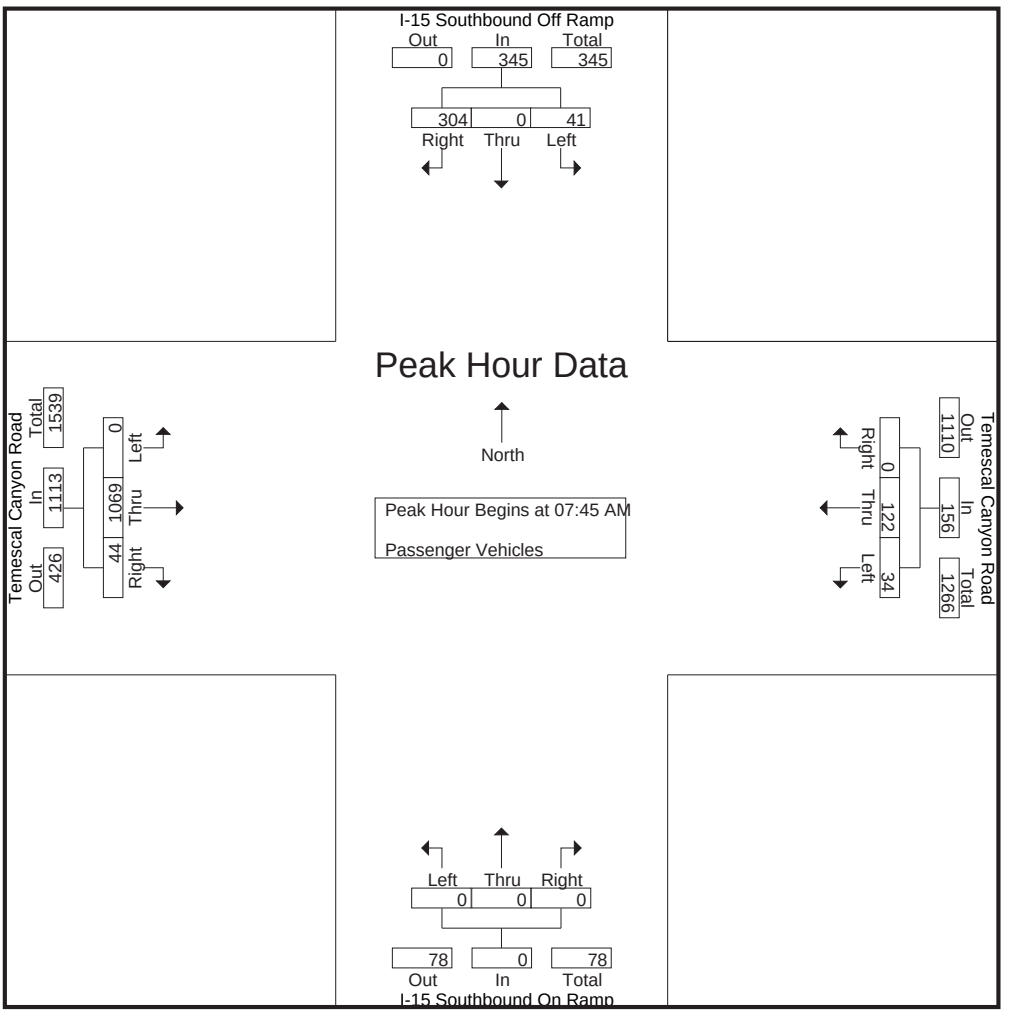

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	9	0	71	80	8	31	0	39	0	0	0	0	0	**308**	7	**315**
+15 mins.	**15**	0	65	80	8	26	0	34	0	0	0	0	0	261	11	272
+30 mins.	6	0	66	72	**11**	**33**	0	**44**	0	0	0	0	0	283	10	293
+45 mins.	11	0	**102**	**113**	7	32	0	39	0	0	0	0	0	217	**16**	233
Total Volume	41	0	304	345	34	122	0	156	0	0	0	0	0	1069	44	1113
% App. Total	11.9	0	88.1		21.8	78.2	0		0	0	0		0	96	4	
PHF	.683	.000	.745	.763	.773	.924	.000	.886	.000	.000	.000	.000	.000	.868	.688	.883

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County of Riverside
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File Name : 02_CRV_15S_Tem Cyn AM
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Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	9	11	4	2	0	6	0	0	0	0	0	3	1	4	21
07:15 AM	3	0	5	8	2	0	0	2	0	0	0	0	0	7	0	7	17
07:30 AM	0	0	5	5	4	0	0	4	0	0	0	0	0	3	0	3	12
07:45 AM	2	0	1	3	0	2	0	2	0	0	0	0	0	1	0	1	6
Total	7	0	20	27	10	4	0	14	0	0	0	0	0	14	1	15	56
08:00 AM	1	0	10	11	1	1	0	2	0	0	0	0	0	3	1	4	17
08:15 AM	0	0	6	6	0	2	0	2	0	0	0	0	0	9	1	10	18
08:30 AM	0	0	3	3	5	1	0	6	0	0	0	0	0	3	1	4	13
08:45 AM	1	1	3	5	2	2	0	4	0	0	0	0	0	5	0	5	14
Total	2	1	22	25	8	6	0	14	0	0	0	0	0	20	3	23	62
Grand Total	9	1	42	52	18	10	0	28	0	0	0	0	0	34	4	38	118
Apprch %	17.3	1.9	80.8		64.3	35.7	0		0	0	0		0	89.5	10.5		
Total %	7.6	0.8	35.6	44.1	15.3	8.5	0	23.7	0	0	0	0	0	28.8	3.4	32.2	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	0	1	3	0	**2**	0	2	0	0	0	0	0	1	0	1	6
08:00 AM	1	0	**10**	**11**	1	1	0	2	0	0	0	0	0	3	**1**	4	17
08:15 AM	0	0	6	6	0	2	0	2	0	0	0	0	0	**9**	1	**10**	**18**
08:30 AM	0	0	3	3	**5**	1	0	**6**	0	0	0	0	0	3	1	4	13
Total Volume	3	0	20	23	6	6	0	12	0	0	0	0	0	16	3	19	54
% App. Total	13	0	87		50	50	0		0	0	0		0	84.2	15.8		
PHF	.375	.000	.500	.523	.300	.750	.000	.500	.000	.000	.000	.000	.000	.444	.750	.475	.750

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
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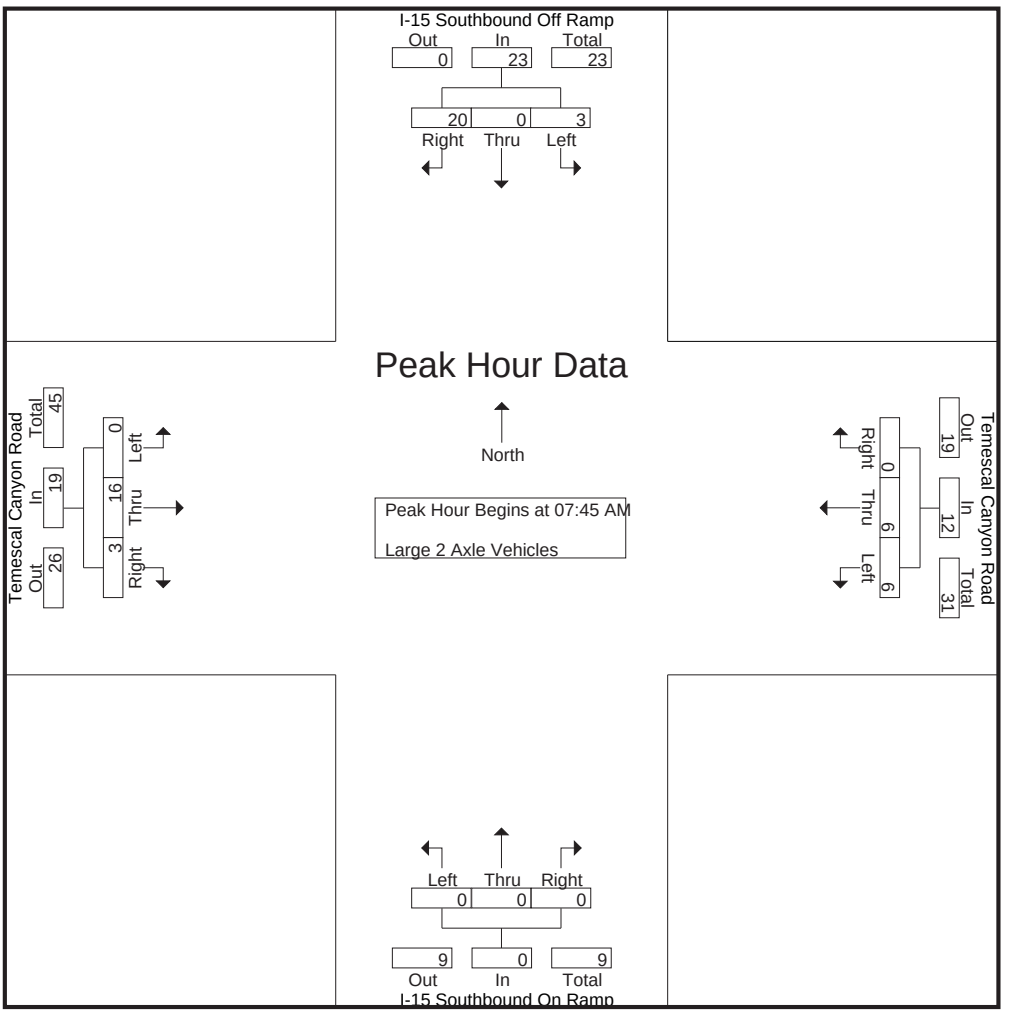

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**2**	0	1	3	0	**2**	0	2	0	0	0	0	0	1	0	1
+15 mins.	1	0	**10**	**11**	1	1	0	2	0	0	0	0	0	3	**1**	4
+30 mins.	0	0	6	6	0	2	0	2	0	0	0	0	0	**9**	1	**10**
+45 mins.	0	0	3	3	**5**	1	0	**6**	0	0	0	0	0	3	1	4
Total Volume	3	0	20	23	6	6	0	12	0	0	0	0	0	16	3	19
% App. Total	13	0	87		50	50	0		0	0	0		0	84.2	15.8	
PHF	.375	.000	.500	.523	.300	.750	.000	.500	.000	.000	.000	.000	.000	.444	.750	.475

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn AM
Site Code : 05724184
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Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	3	6	0	0	0	0	0	0	0	0	0	3	0	3	9
07:15 AM	1	0	4	5	0	1	0	1	0	0	0	0	0	5	0	5	11
07:30 AM	1	0	4	5	0	0	0	0	0	0	0	0	0	5	0	5	10
07:45 AM	0	0	12	12	1	2	0	3	0	0	0	0	0	4	0	4	19
Total	5	0	23	28	1	3	0	4	0	0	0	0	0	17	0	17	49
08:00 AM	5	0	3	8	3	0	0	3	0	0	0	0	0	10	0	10	21
08:15 AM	4	0	8	12	0	1	0	1	0	0	0	0	0	9	0	9	22
08:30 AM	2	0	12	14	0	0	0	0	0	0	0	0	0	5	1	6	20
08:45 AM	5	0	5	10	1	1	0	2	0	0	0	0	0	7	0	7	19
Total	16	0	28	44	4	2	0	6	0	0	0	0	0	31	1	32	82
Grand Total	21	0	51	72	5	5	0	10	0	0	0	0	0	48	1	49	131
Apprch %	29.2	0	70.8		50	50	0		0	0	0		0	98	2		
Total %	16	0	38.9	55	3.8	3.8	0	7.6	0	0	0	0	0	36.6	0.8	37.4	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**12**	12	1	**2**	0	**3**	0	0	0	0	0	4	0	4	19
08:00 AM	**5**	0	3	8	**3**	0	0	3	0	0	0	0	0	**10**	0	**10**	21
08:15 AM	4	0	8	12	0	1	0	1	0	0	0	0	0	9	0	9	**22**
08:30 AM	2	0	12	**14**	0	0	0	0	0	0	0	0	0	5	**1**	6	20
Total Volume	11	0	35	46	4	3	0	7	0	0	0	0	0	28	1	29	82
% App. Total	23.9	0	76.1		57.1	42.9	0		0	0	0		0	96.6	3.4		
PHF	.550	.000	.729	.821	.333	.375	.000	.583	.000	.000	.000	.000	.000	.700	.250	.725	.932

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County of Riverside
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E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn AM
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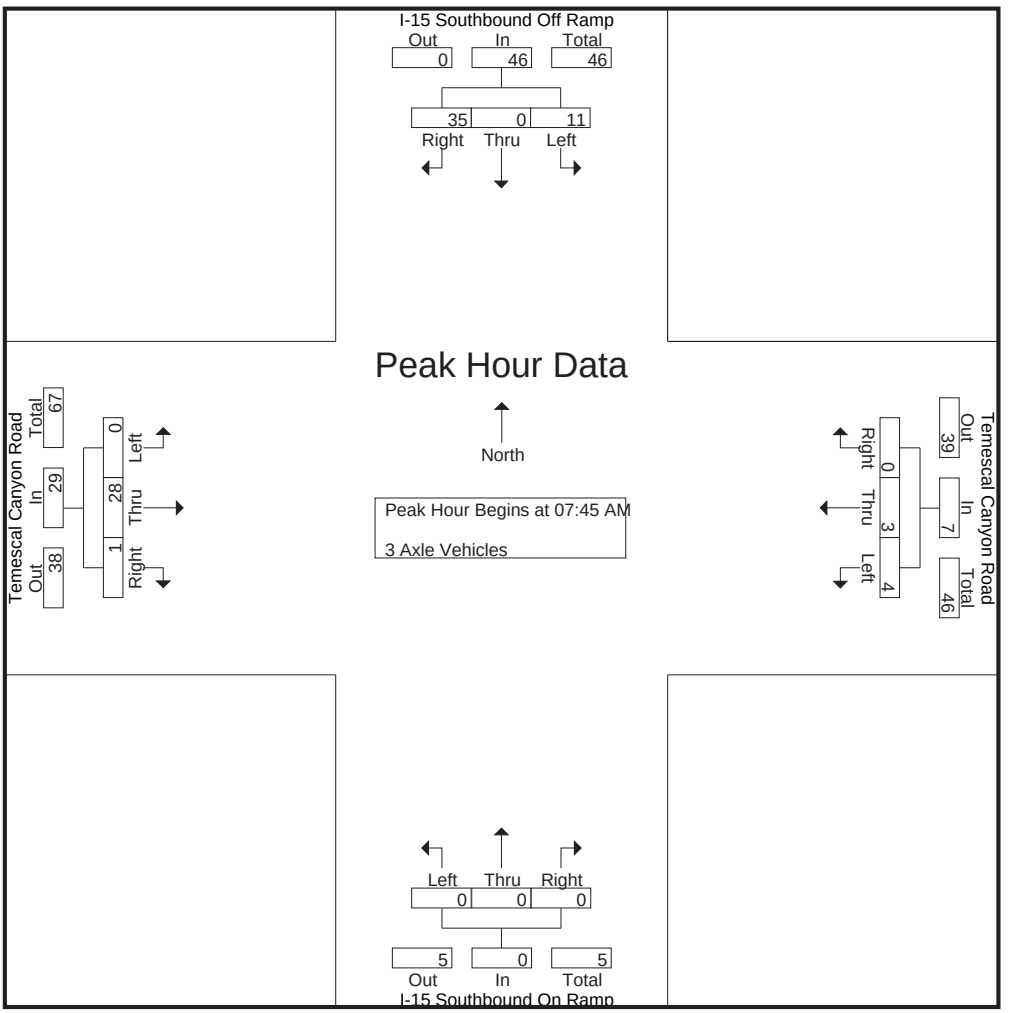

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	**12**	12	1	**2**	0	**3**	0	0	0	0	0	4	0	4
+15 mins.	**5**	0	3	8	**3**	0	0	3	0	0	0	0	0	**10**	0	**10**
+30 mins.	4	0	8	12	0	1	0	1	0	0	0	0	0	9	0	9
+45 mins.	2	0	12	**14**	0	0	0	0	0	0	0	0	0	5	**1**	6
Total Volume	11	0	35	46	4	3	0	7	0	0	0	0	0	28	1	29
% App. Total	23.9	0	76.1		57.1	42.9	0		0	0	0		0	96.6	3.4	
PHF	.550	.000	.729	.821	.333	.375	.000	.583	.000	.000	.000	.000	.000	.700	.250	.725

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County of Riverside
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E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn AM
Site Code : 05724184
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Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	0	4	12	0	0	0	0	0	0	0	0	0	7	0	7	19
07:15 AM	4	0	4	8	0	0	0	0	0	0	0	0	0	6	0	6	14
07:30 AM	3	0	7	10	0	0	0	0	0	0	0	0	0	5	0	5	15
07:45 AM	7	0	7	14	0	0	0	0	0	0	0	0	0	3	0	3	17
Total	22	0	22	44	0	0	0	0	0	0	0	0	0	21	0	21	65
08:00 AM	6	0	8	14	1	0	0	1	0	0	0	0	0	9	0	9	24
08:15 AM	8	1	10	19	2	0	0	2	0	0	0	0	0	4	0	4	25
08:30 AM	7	1	20	28	5	1	0	6	0	0	0	0	0	10	1	11	45
08:45 AM	10	0	10	20	0	1	0	1	0	0	0	0	0	4	0	4	25
Total	31	2	48	81	8	2	0	10	0	0	0	0	0	27	1	28	119
Grand Total	53	2	70	125	8	2	0	10	0	0	0	0	0	48	1	49	184
Apprch %	42.4	1.6	56		80	20	0		0	0	0		0	98	2		
Total %	28.8	1.1	38	67.9	4.3	1.1	0	5.4	0	0	0	0	0	26.1	0.5	26.6	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	0	7	14	0	0	0	0	0	0	0	0	0	3	0	3	17
08:00 AM	6	0	8	14	1	0	0	1	0	0	0	0	0	9	0	9	24
08:15 AM	**8**	**1**	10	19	2	0	0	2	0	0	0	0	0	4	0	4	25
08:30 AM	7	1	**20**	**28**	**5**	**1**	0	**6**	0	0	0	0	0	**10**	**1**	**11**	**45**
Total Volume	28	2	45	75	8	1	0	9	0	0	0	0	0	26	1	27	111
% App. Total	37.3	2.7	60		88.9	11.1	0		0	0	0		0	96.3	3.7		
PHF	.875	.500	.563	.670	.400	.250	.000	.375	.000	.000	.000	.000	.000	.650	.250	.614	.617

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn AM
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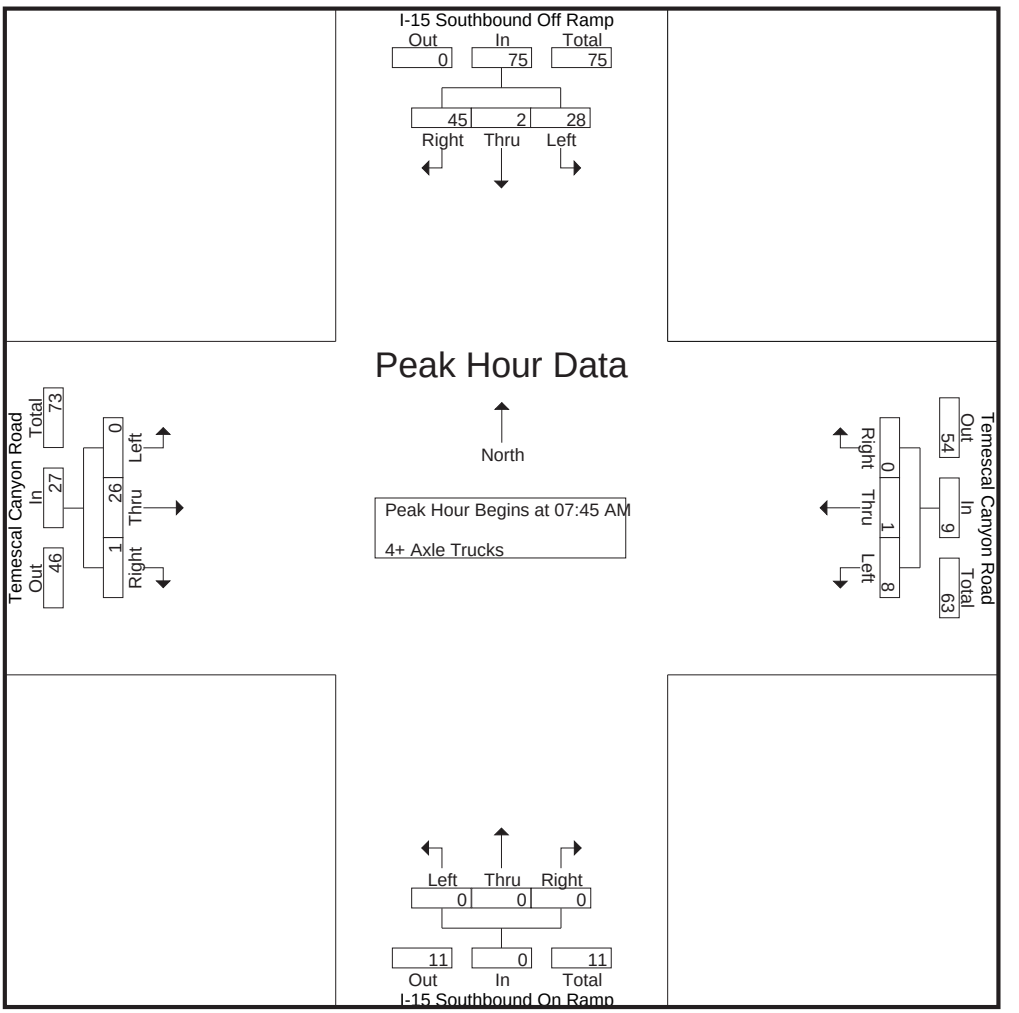

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	7	0	7	14	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	6	0	8	14	1	0	0	1	0	0	0	0	0	9	0	9
+30 mins.	**8**	**1**	10	19	2	0	0	2	0	0	0	0	0	4	0	4
+45 mins.	7	1	**20**	**28**	**5**	**1**	0	**6**	0	0	0	0	0	**10**	**1**	**11**
Total Volume	28	2	45	75	8	1	0	9	0	0	0	0	0	26	1	27
% App. Total	37.3	2.7	60		88.9	11.1	0		0	0	0		0	96.3	3.7	
PHF	.875	.500	.563	.670	.400	.250	.000	.375	.000	.000	.000	.000	.000	.650	.250	.614

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	2	84	100	97	122	0	219	0	0	0	0	0	103	17	120	439
04:15 PM	7	1	77	85	83	128	0	211	0	0	0	0	0	96	30	126	422
04:30 PM	5	3	71	79	116	127	0	243	0	0	0	0	0	108	24	132	454
04:45 PM	6	0	75	81	105	104	0	209	0	0	0	0	0	97	15	112	402
Total	32	6	307	345	401	481	0	882	0	0	0	0	0	404	86	490	1717
05:00 PM	6	0	58	64	117	109	0	226	0	0	0	0	0	96	13	109	399
05:15 PM	6	0	75	81	119	133	0	252	0	0	0	0	0	108	13	121	454
05:30 PM	5	1	64	70	82	106	0	188	0	0	0	0	0	99	29	128	386
05:45 PM	2	1	74	77	82	94	0	176	0	0	0	0	0	90	19	109	362
Total	19	2	271	292	400	442	0	842	0	0	0	0	0	393	74	467	1601
Grand Total	51	8	578	637	801	923	0	1724	0	0	0	0	0	797	160	957	3318
Apprch %	8	1.3	90.7		46.5	53.5	0		0	0	0		0	83.3	16.7		
Total %	1.5	0.2	17.4	19.2	24.1	27.8	0	52	0	0	0	0	0	24	4.8	28.8	
Passenger Vehicles	21	3	534	558	768	907	0	1675	0	0	0	0	0	752	157	909	3142
% Passenger Vehicles	41.2	37.5	92.4	87.6	95.9	98.3	0	97.2	0	0	0	0	0	94.4	98.1	95	94.7
Large 2 Axle Vehicles	3	1	15	19	13	8	0	21	0	0	0	0	0	25	3	28	68
% Large 2 Axle Vehicles	5.9	12.5	2.6	3	1.6	0.9	0	1.2	0	0	0	0	0	3.1	1.9	2.9	2
3 Axle Vehicles	17	0	6	23	2	4	0	6	0	0	0	0	0	13	0	13	42
% 3 Axle Vehicles	33.3	0	1	3.6	0.2	0.4	0	0.3	0	0	0	0	0	1.6	0	1.4	1.3
4+ Axle Trucks	10	4	23	37	18	4	0	22	0	0	0	0	0	7	0	7	66
% 4+ Axle Trucks	19.6	50	4	5.8	2.2	0.4	0	1.3	0	0	0	0	0	0.9	0	0.7	2

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**14**	2	**84**	**100**	97	122	0	219	0	0	0	0	0	103	17	120	439
04:15 PM	7	1	77	85	83	**128**	0	211	0	0	0	0	0	96	**30**	126	422
04:30 PM	5	**3**	71	79	**116**	127	0	**243**	0	0	0	0	0	**108**	24	**132**	**454**
04:45 PM	6	0	75	81	105	104	0	209	0	0	0	0	0	97	15	112	402
Total Volume	32	6	307	345	401	481	0	882	0	0	0	0	0	404	86	490	1717
% App. Total	9.3	1.7	89		45.5	54.5	0		0	0	0		0	82.4	17.6		
PHF	.571	.500	.914	.863	.864	.939	.000	.907	.000	.000	.000	.000	.000	.935	.717	.928	.945

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
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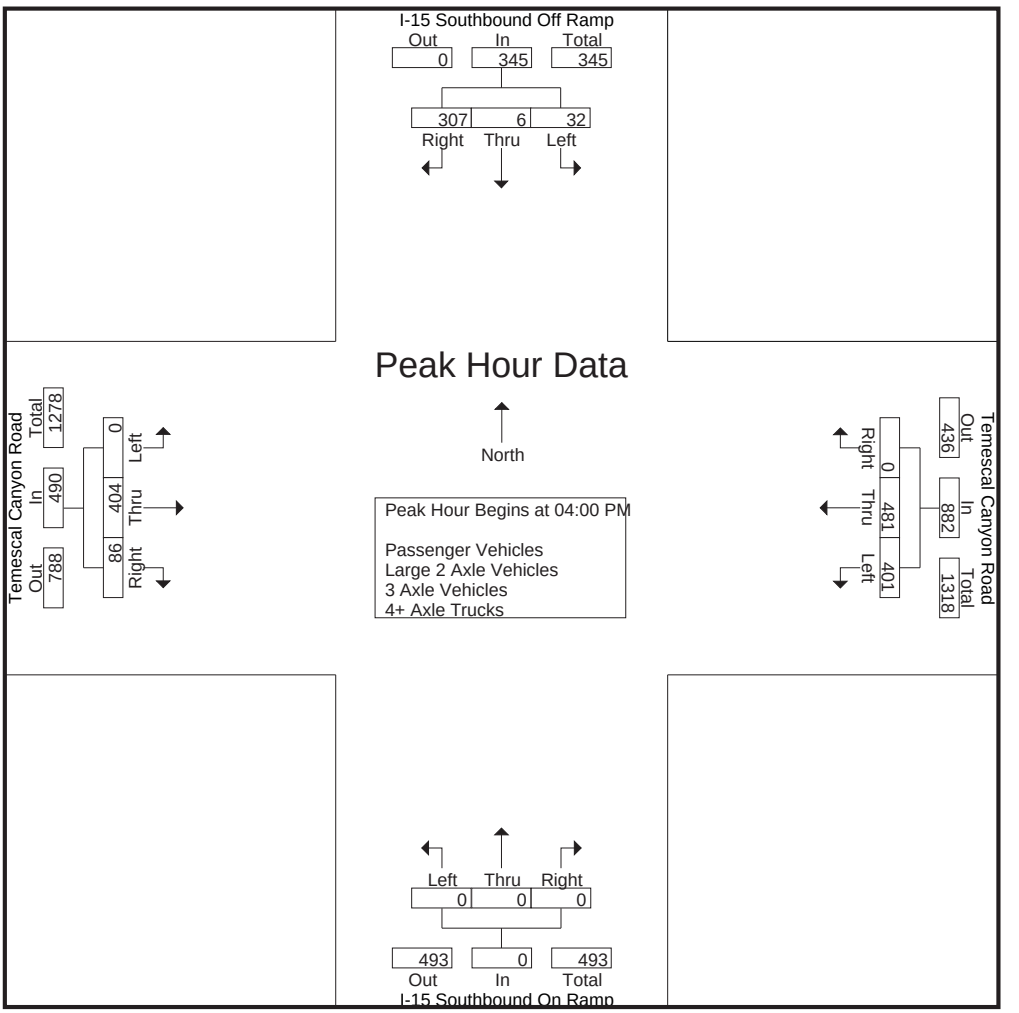

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	**14**	2	**84**	**100**	116	127	0	243	0	0	0	0	0	103	17	120
+15 mins.	7	1	77	85	105	104	0	209	0	0	0	0	0	96	**30**	126
+30 mins.	5	**3**	71	79	117	109	0	226	0	0	0	0	0	**108**	24	**132**
+45 mins.	6	0	75	81	**119**	**133**	0	**252**	0	0	0	0	0	97	15	112
Total Volume	32	6	307	345	457	473	0	930	0	0	0	0	0	404	86	490
% App. Total	9.3	1.7	89		49.1	50.9	0		0	0	0		0	82.4	17.6	
PHF	.571	.500	.914	.863	.960	.889	.000	.923	.000	.000	.000	.000	.000	.935	.717	.928

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
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Groups Printed- Passenger Vehicles

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	0	73	78	92	120	0	212	0	0	0	0	0	94	16	110	400
04:15 PM	0	1	70	71	77	126	0	203	0	0	0	0	0	89	30	119	393
04:30 PM	3	1	65	69	114	124	0	238	0	0	0	0	0	100	24	124	431
04:45 PM	2	0	71	73	99	102	0	201	0	0	0	0	0	95	15	110	384
Total	10	2	279	291	382	472	0	854	0	0	0	0	0	378	85	463	1608
05:00 PM	4	0	54	58	115	107	0	222	0	0	0	0	0	90	13	103	383
05:15 PM	3	0	66	69	111	131	0	242	0	0	0	0	0	104	13	117	428
05:30 PM	3	0	63	66	79	104	0	183	0	0	0	0	0	92	27	119	368
05:45 PM	1	1	72	74	81	93	0	174	0	0	0	0	0	88	19	107	355
Total	11	1	255	267	386	435	0	821	0	0	0	0	0	374	72	446	1534
Grand Total	21	3	534	558	768	907	0	1675	0	0	0	0	0	752	157	909	3142
Apprch %	3.8	0.5	95.7		45.9	54.1	0		0	0	0		0	82.7	17.3		
Total %	0.7	0.1	17	17.8	24.4	28.9	0	53.3	0	0	0	0	0	23.9	5	28.9	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**5**	0	**73**	**78**	92	120	0	212	0	0	0	0	0	94	16	110	400
04:15 PM	0	**1**	70	71	77	**126**	0	203	0	0	0	0	0	89	**30**	119	393
04:30 PM	3	1	65	69	**114**	124	0	**238**	0	0	0	0	0	**100**	24	**124**	**431**
04:45 PM	2	0	71	73	99	102	0	201	0	0	0	0	0	95	15	110	384
Total Volume	10	2	279	291	382	472	0	854	0	0	0	0	0	378	85	463	1608
% App. Total	3.4	0.7	95.9		44.7	55.3	0		0	0	0		0	81.6	18.4		
PHF	.500	.500	.955	.933	.838	.937	.000	.897	.000	.000	.000	.000	.000	.945	.708	.933	.933

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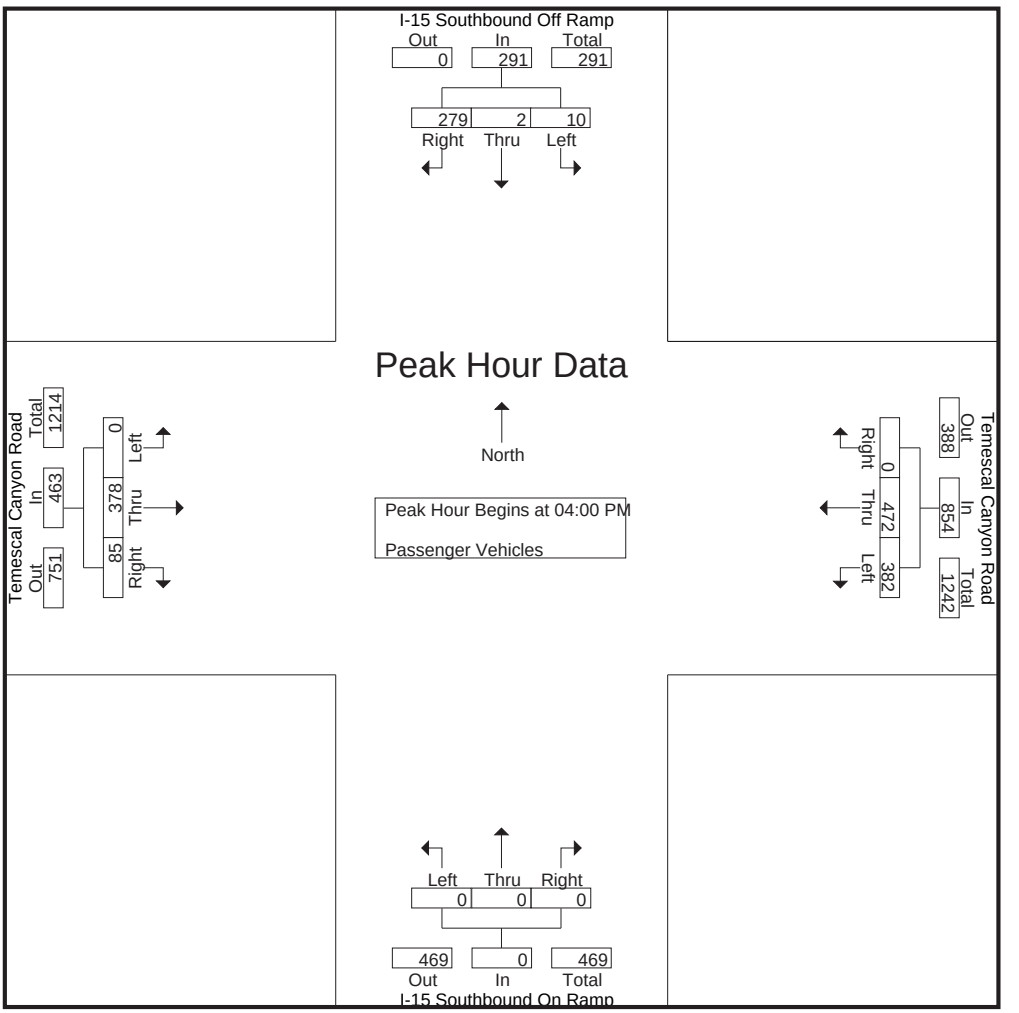
County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**5**	0	**73**	**78**	92	120	0	212	0	0	0	0	0	94	16	110
+15 mins.	0	**1**	70	71	77	**126**	0	203	0	0	0	0	0	89	**30**	119
+30 mins.	3	1	65	69	**114**	124	0	**238**	0	0	0	0	0	**100**	24	**124**
+45 mins.	2	0	71	73	99	102	0	201	0	0	0	0	0	95	15	110
Total Volume	10	2	279	291	382	472	0	854	0	0	0	0	0	378	85	463
% App. Total	3.4	0.7	95.9		44.7	55.3	0		0	0	0		0	81.6	18.4	
PHF	.500	.500	.955	.933	.838	.937	.000	.897	.000	.000	.000	.000	.000	.945	.708	.933

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	5	7	3	1	0	4	0	0	0	0	0	4	1	5	16
04:15 PM	0	0	3	3	2	1	0	3	0	0	0	0	0	3	0	3	9
04:30 PM	1	1	2	4	1	1	0	2	0	0	0	0	0	4	0	4	10
04:45 PM	0	0	1	1	2	2	0	4	0	0	0	0	0	2	0	2	7
Total	3	1	11	15	8	5	0	13	0	0	0	0	0	13	1	14	42
05:00 PM	0	0	2	2	1	1	0	2	0	0	0	0	0	3	0	3	7
05:15 PM	0	0	0	0	3	2	0	5	0	0	0	0	0	2	0	2	7
05:30 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	7	2	9	11
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	4	5	3	0	8	0	0	0	0	0	12	2	14	26
Grand Total	3	1	15	19	13	8	0	21	0	0	0	0	0	25	3	28	68
Apprch %	15.8	5.3	78.9		61.9	38.1	0		0	0	0		0	89.3	10.7		
Total %	4.4	1.5	22.1	27.9	19.1	11.8	0	30.9	0	0	0	0	0	36.8	4.4	41.2	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	**5**	**7**	**3**	1	0	**4**	0	0	0	0	0	**4**	**1**	**5**	**16**
04:15 PM	0	0	3	3	2	1	0	3	0	0	0	0	0	3	0	3	9
04:30 PM	1	**1**	2	4	1	1	0	2	0	0	0	0	0	4	0	4	10
04:45 PM	0	0	1	1	2	**2**	0	4	0	0	0	0	0	2	0	2	7
Total Volume	3	1	11	15	8	5	0	13	0	0	0	0	0	13	1	14	42
% App. Total	20	6.7	73.3		61.5	38.5	0		0	0	0		0	92.9	7.1		
PHF	.375	.250	.550	.536	.667	.625	.000	.813	.000	.000	.000	.000	.000	.813	.250	.700	.656

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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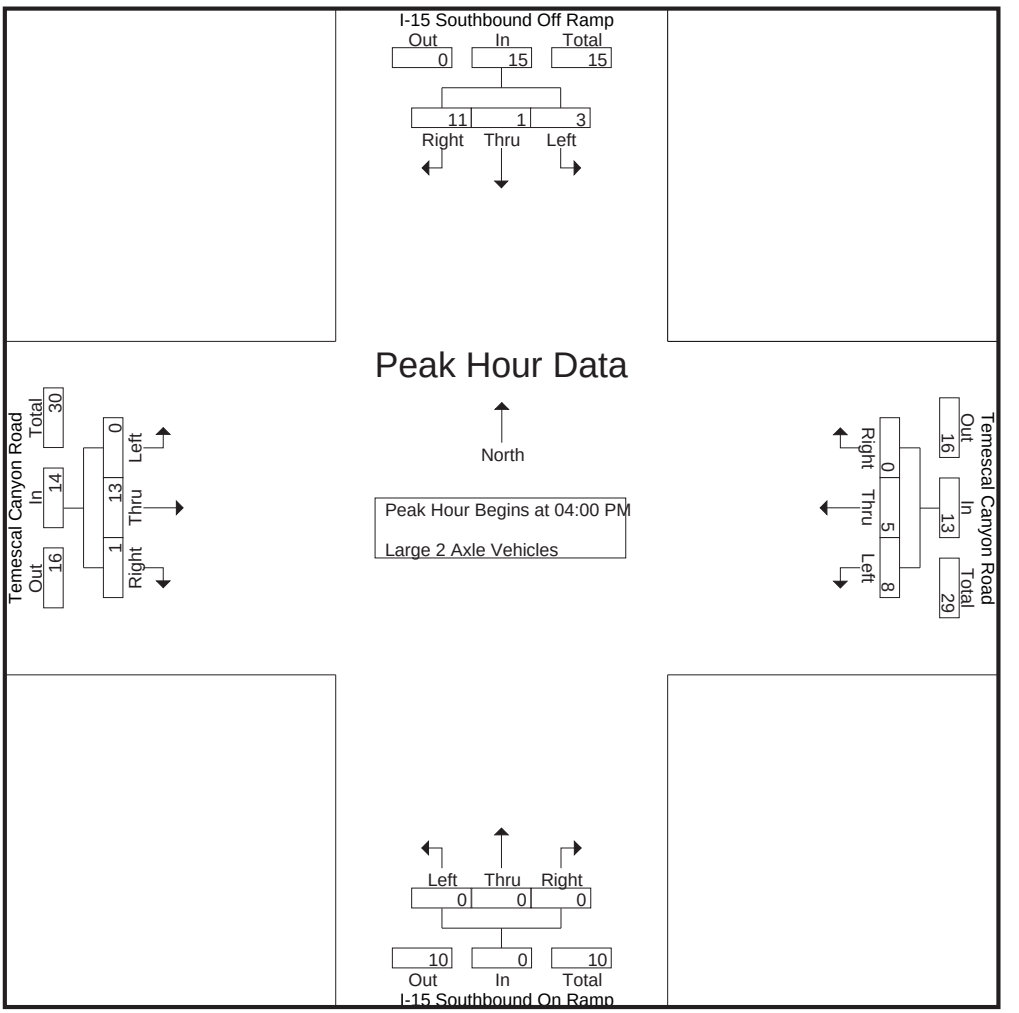

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	**5**	**7**	**3**	1	0	**4**	0	0	0	0	0	**4**	**1**	**5**
+15 mins.	0	0	3	3	2	1	0	3	0	0	0	0	0	3	0	3
+30 mins.	1	**1**	2	4	1	1	0	2	0	0	0	0	0	4	0	4
+45 mins.	0	0	1	1	2	**2**	0	4	0	0	0	0	0	2	0	2
Total Volume	3	1	11	15	8	5	0	13	0	0	0	0	0	13	1	14
% App. Total	20	6.7	73.3		61.5	38.5	0		0	0	0		0	92.9	7.1	
PHF	.375	.250	.550	.536	.667	.625	.000	.813	.000	.000	.000	.000	.000	.813	.250	.700

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	0	2	7	0	0	0	0	0	0	0	0	0	4	0	4	11
04:15 PM	5	0	1	6	1	0	0	1	0	0	0	0	0	3	0	3	10
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	13	0	3	16	1	1	0	2	0	0	0	0	0	11	0	11	29
05:00 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
05:15 PM	1	0	1	2	1	0	0	1	0	0	0	0	0	1	0	1	4
05:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	4	0	3	7	1	3	0	4	0	0	0	0	0	2	0	2	13
Grand Total	17	0	6	23	2	4	0	6	0	0	0	0	0	13	0	13	42
Apprch %	73.9	0	26.1		33.3	66.7	0		0	0	0		0	100	0		
Total %	40.5	0	14.3	54.8	4.8	9.5	0	14.3	0	0	0	0	0	31	0	31	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**5**	0	**2**	**7**	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**11**
04:15 PM	5	0	1	6	**1**	0	0	**1**	0	0	0	0	0	3	0	3	10
04:30 PM	1	0	0	1	0	**1**	0	1	0	0	0	0	0	4	0	4	6
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	13	0	3	16	1	1	0	2	0	0	0	0	0	11	0	11	29
% App. Total	81.2	0	18.8		50	50	0		0	0	0		0	100	0		
PHF	.650	.000	.375	.571	.250	.250	.000	.500	.000	.000	.000	.000	.000	.688	.000	.688	.659

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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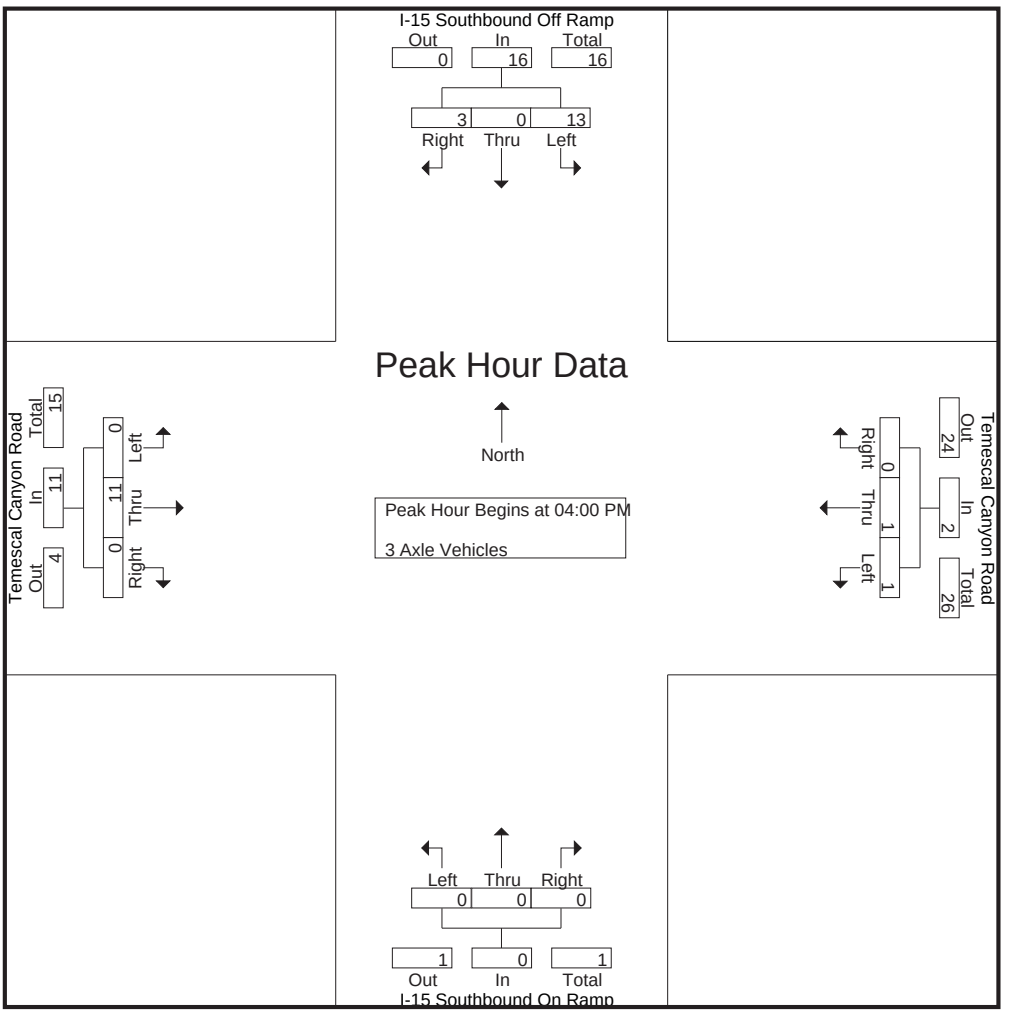

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**5**	0	**2**	**7**	0	0	0	0	0	0	0	0	0	**4**	0	**4**
+15 mins.	5	0	1	6	**1**	0	0	**1**	0	0	0	0	0	3	0	3
+30 mins.	1	0	0	1	0	**1**	0	1	0	0	0	0	0	4	0	4
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	13	0	3	16	1	1	0	2	0	0	0	0	0	11	0	11
% App. Total	81.2	0	18.8		50	50	0		0	0	0		0	100	0	
PHF	.650	.000	.375	.571	.250	.250	.000	.500	.000	.000	.000	.000	.000	.688	.000	.688

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- 4+ Axle Trucks

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	4	8	2	1	0	3	0	0	0	0	0	1	0	1	12
04:15 PM	2	0	3	5	3	1	0	4	0	0	0	0	0	1	0	1	10
04:30 PM	0	1	4	5	1	1	0	2	0	0	0	0	0	0	0	0	7
04:45 PM	2	0	3	5	4	0	0	4	0	0	0	0	0	0	0	0	9
Total	6	3	14	23	10	3	0	13	0	0	0	0	0	2	0	2	38
05:00 PM	1	0	1	2	1	0	0	1	0	0	0	0	0	2	0	2	5
05:15 PM	2	0	8	10	4	0	0	4	0	0	0	0	0	1	0	1	15
05:30 PM	1	1	0	2	2	1	0	3	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	4	1	9	14	8	1	0	9	0	0	0	0	0	5	0	5	28
Grand Total	10	4	23	37	18	4	0	22	0	0	0	0	0	7	0	7	66
Apprch %	27	10.8	62.2		81.8	18.2	0		0	0	0		0	100	0		
Total %	15.2	6.1	34.8	56.1	27.3	6.1	0	33.3	0	0	0	0	0	10.6	0	10.6	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	**2**	**4**	**8**	2	**1**	0	3	0	0	0	0	0	**1**	0	**1**	**12**
04:15 PM	2	0	3	5	3	1	0	**4**	0	0	0	0	0	1	0	1	10
04:30 PM	0	1	4	5	1	1	0	2	0	0	0	0	0	0	0	0	7
04:45 PM	2	0	3	5	**4**	0	0	4	0	0	0	0	0	0	0	0	9
Total Volume	6	3	14	23	10	3	0	13	0	0	0	0	0	2	0	2	38
% App. Total	26.1	13	60.9		76.9	23.1	0		0	0	0		0	100	0		
PHF	.750	.375	.875	.719	.625	.750	.000	.813	.000	.000	.000	.000	.000	.500	.000	.500	.792

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County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 02_CRV_15S_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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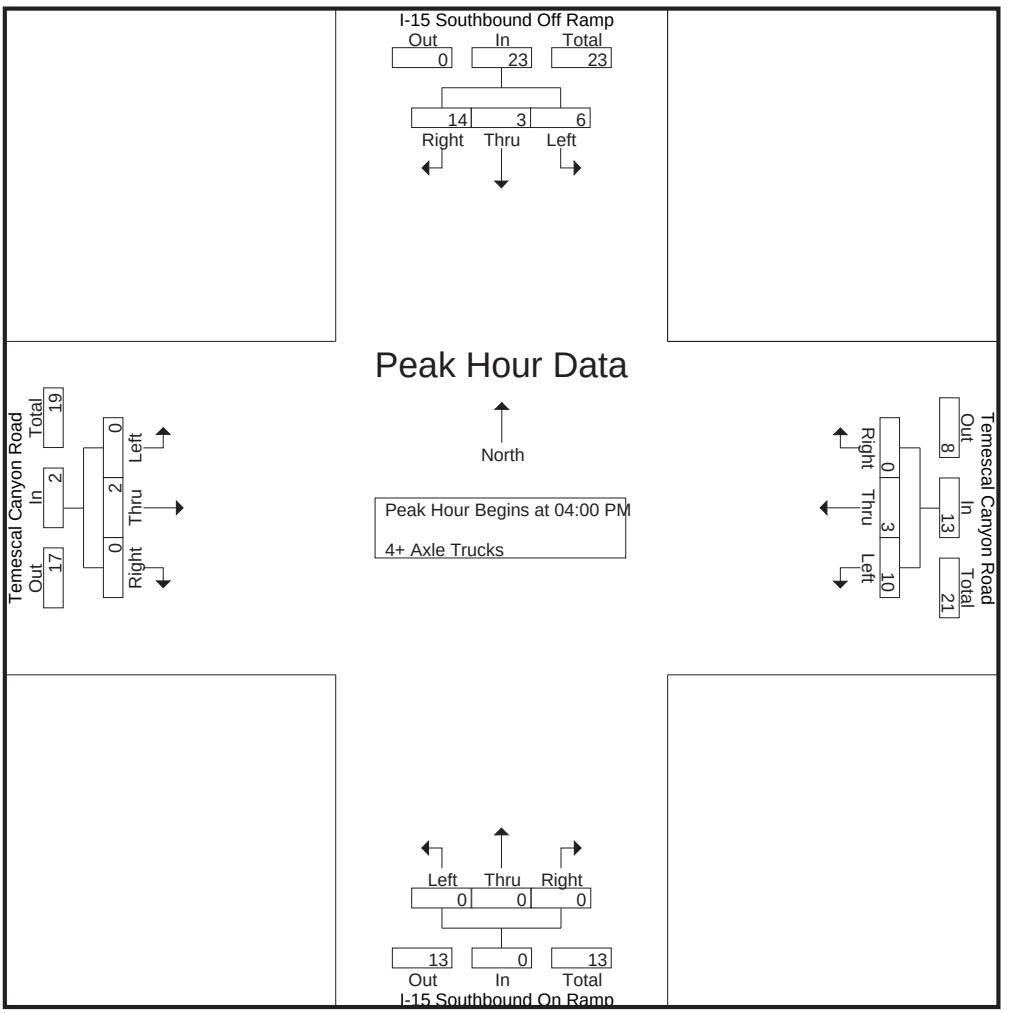

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	**2**	**4**	**8**	2	**1**	0	3	0	0	0	0	0	**1**	0	**1**
+15 mins.	2	0	3	5	3	1	0	**4**	0	0	0	0	0	1	0	1
+30 mins.	0	1	4	5	1	1	0	2	0	0	0	0	0	0	0	0
+45 mins.	2	0	3	5	**4**	0	0	4	0	0	0	0	0	0	0	0
Total Volume	6	3	14	23	10	3	0	13	0	0	0	0	0	2	0	2
% App. Total	26.1	13	60.9		76.9	23.1	0		0	0	0		0	100	0	
PHF	.750	.375	.875	.719	.625	.750	.000	.813	.000	.000	.000	.000	.000	.500	.000	.500

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County of Riverside
N/S: Knabe Road/Trilogy Parkway
E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	6	11	1	8	9	20	2	22	42
07:15 AM	15	5	20	1	24	25	9	1	10	55
07:30 AM	10	4	14	0	18	18	12	1	13	45
07:45 AM	8	16	24	1	29	30	15	1	16	70
Total	38	31	69	3	79	82	56	5	61	212
08:00 AM	11	13	24	0	23	23	37	3	40	87
08:15 AM	16	12	28	2	31	33	35	3	38	99
08:30 AM	23	10	33	2	33	35	36	2	38	106
08:45 AM	14	6	20	2	9	11	41	4	45	76
Total	64	41	105	6	96	102	149	12	161	368
Grand Total	102	72	174	9	175	184	205	17	222	580
Apprch %	58.6	41.4		4.9	95.1		92.3	7.7		
Total %	17.6	12.4	30	1.6	30.2	31.7	35.3	2.9	38.3	
Passenger Vehicles	96	71	167	8	168	176	199	17	216	559
% Passenger Vehicles	94.1	98.6	96	88.9	96	95.7	97.1	100	97.3	96.4
Large 2 Axle Vehicles	6	1	7	1	6	7	6	0	6	20
% Large 2 Axle Vehicles	5.9	1.4	4	11.1	3.4	3.8	2.9	0	2.7	3.4
3 Axle Vehicles	0	0	0	0	1	1	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0.6	0.5	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	11	**13**	24	0	23	23	37	3	40	87
08:15 AM	16	12	28	**2**	31	33	35	3	38	99
08:30 AM	**23**	10	**33**	2	**33**	**35**	36	2	38	**106**
08:45 AM	14	6	20	2	9	11	**41**	**4**	**45**	76
Total Volume	64	41	105	6	96	102	149	12	161	368
% App. Total	61	39		5.9	94.1		92.5	7.5		
PHF	.696	.788	.795	.750	.727	.729	.909	.750	.894	.868

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County of Riverside
N/S: Knabe Road/Trilogy Parkway
E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt AM
Site Code : 05724184
Start Date : 2/29/2024
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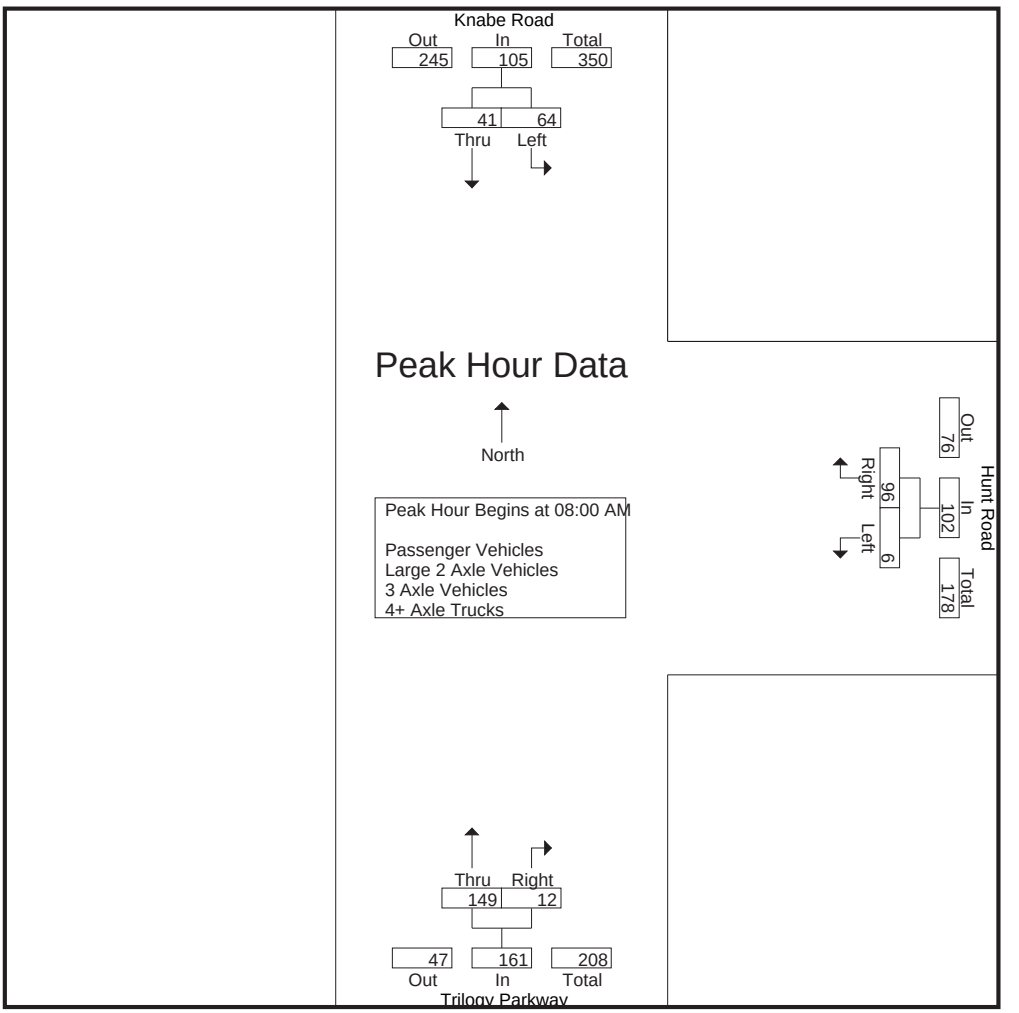

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			08:00 AM		
+0 mins.	8	**16**	24	1	29	30	37	3	40
+15 mins.	11	13	24	0	23	23	35	3	38
+30 mins.	16	12	28	**2**	31	33	36	2	38
+45 mins.	**23**	10	**33**	2	**33**	**35**	**41**	**4**	**45**
Total Volume	58	51	109	5	116	121	149	12	161
% App. Total	53.2	46.8		4.1	95.9		92.5	7.5	
PHF	.630	.797	.826	.625	.879	.864	.909	.750	.894

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County of Riverside
N/S: Knabe Road/Trilogy Parkway
E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt AM
Site Code : 05724184
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Groups Printed- Passenger Vehicles

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	6	10	0	7	7	20	2	22	39
07:15 AM	14	4	18	1	23	24	9	1	10	52
07:30 AM	8	4	12	0	17	17	11	1	12	41
07:45 AM	8	16	24	1	27	28	15	1	16	68
Total	34	30	64	2	74	76	55	5	60	200
08:00 AM	11	13	24	0	23	23	36	3	39	86
08:15 AM	16	12	28	2	31	33	33	3	36	97
08:30 AM	23	10	33	2	31	33	35	2	37	103
08:45 AM	12	6	18	2	9	11	40	4	44	73
Total	62	41	103	6	94	100	144	12	156	359
Grand Total	96	71	167	8	168	176	199	17	216	559
Apprch %	57.5	42.5		4.5	95.5		92.1	7.9		
Total %	17.2	12.7	29.9	1.4	30.1	31.5	35.6	3	38.6	

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	11	**13**	24	0	23	23	36	3	39	86
08:15 AM	16	12	28	**2**	**31**	**33**	33	3	36	97
08:30 AM	**23**	10	**33**	2	31	33	35	2	37	**103**
08:45 AM	12	6	18	2	9	11	**40**	**4**	**44**	73
Total Volume	62	41	103	6	94	100	144	12	156	359
% App. Total	60.2	39.8		6	94		92.3	7.7		
PHF	.674	.788	.780	.750	.758	.758	.900	.750	.886	.871

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County of Riverside
N/S: Knabe Road/Trilogy Parkway
E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt AM
Site Code : 05724184
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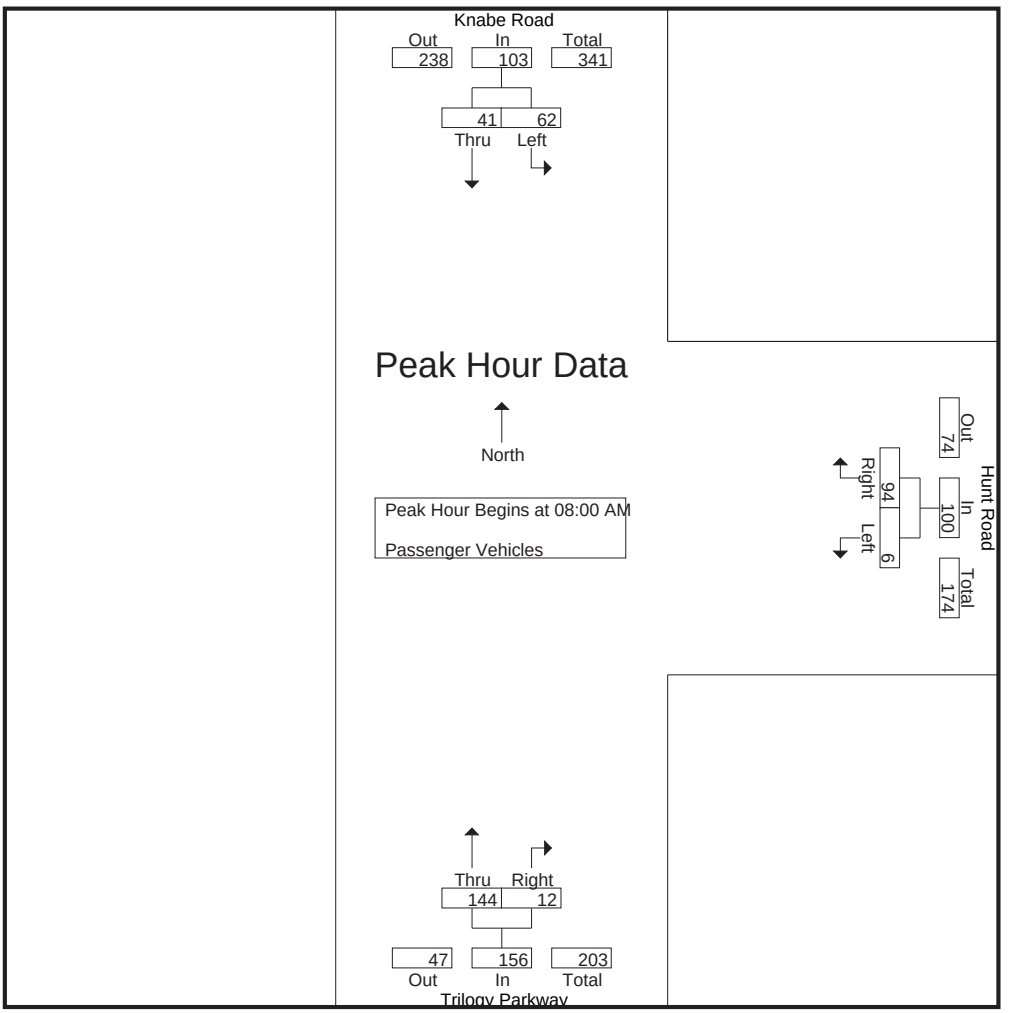

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	11	**13**	24	0	23	23	36	3	39
+15 mins.	16	12	28	**2**	**31**	**33**	33	3	36
+30 mins.	**23**	10	**33**	2	31	33	35	2	37
+45 mins.	12	6	18	2	9	11	**40**	**4**	**44**
Total Volume	62	41	103	6	94	100	144	12	156
% App. Total	60.2	39.8		6	94		92.3	7.7	
PHF	.674	.788	.780	.750	.758	.758	.900	.750	.886

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County of Riverside
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E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt AM
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Groups Printed- Large 2 Axle Vehicles

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	1	1	2	0	0	0	3
07:15 AM	1	1	2	0	1	1	0	0	0	3
07:30 AM	2	0	2	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	2	2	0	0	0	2
Total	4	1	5	1	4	5	1	0	1	11
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	2	2	1	0	1	3
08:45 AM	2	0	2	0	0	0	1	0	1	3
Total	2	0	2	0	2	2	5	0	5	9
Grand Total	6	1	7	1	6	7	6	0	6	20
Apprch %	85.7	14.3		14.3	85.7		100	0		
Total %	30	5	35	5	30	35	30	0	30	

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	**2**	0	**2**	2
08:30 AM	0	0	0	0	**2**	**2**	1	0	1	**3**
08:45 AM	**2**	0	**2**	0	0	0	1	0	1	3
Total Volume	2	0	2	0	2	2	5	0	5	9
% App. Total	100	0		0	100		100	0		
PHF	.250	.000	.250	.000	.250	.250	.625	.000	.625	.750

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File Name : 03_CRV_Tril_Hunt AM
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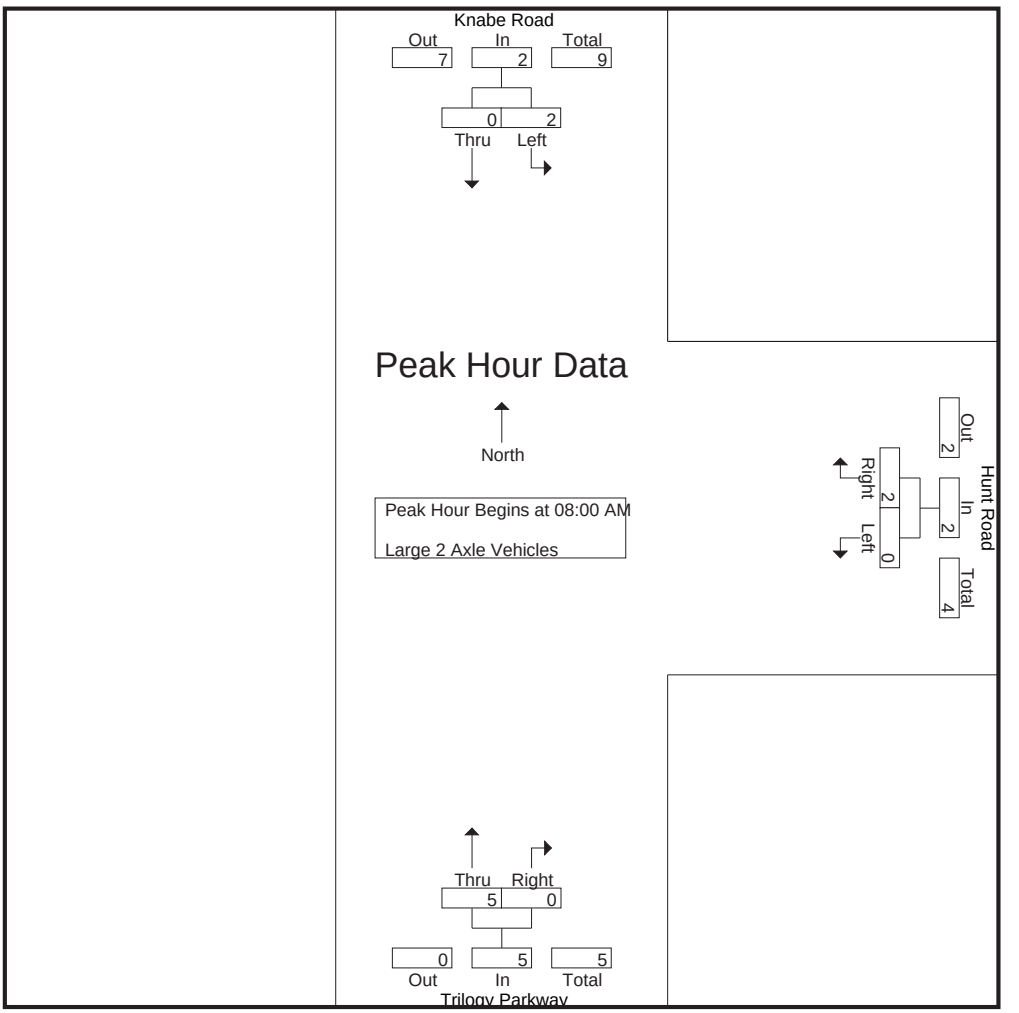

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	**2**	**2**	1	0	1
+45 mins.	**2**	0	**2**	0	0	0	1	0	1
Total Volume	2	0	2	0	2	2	5	0	5
% App. Total	100	0		0	100		100	0	
PHF	.250	.000	.250	.000	.250	.250	.625	.000	.625

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E/W: Hunt Road
Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	0	0	1
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: Hunt Road
Weather: Clear

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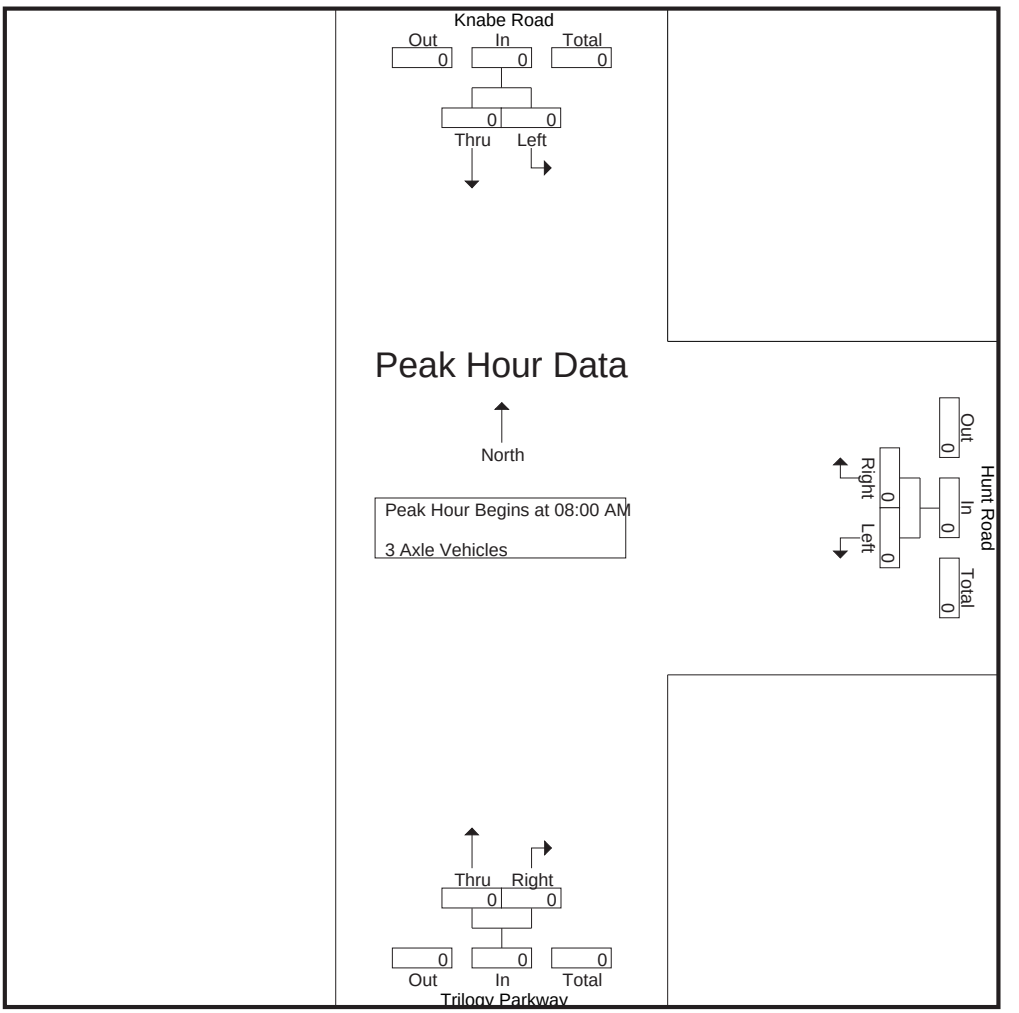

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt AM
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Groups Printed- 4+ Axle Trucks

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 03_CRV_Tril_Hunt AM
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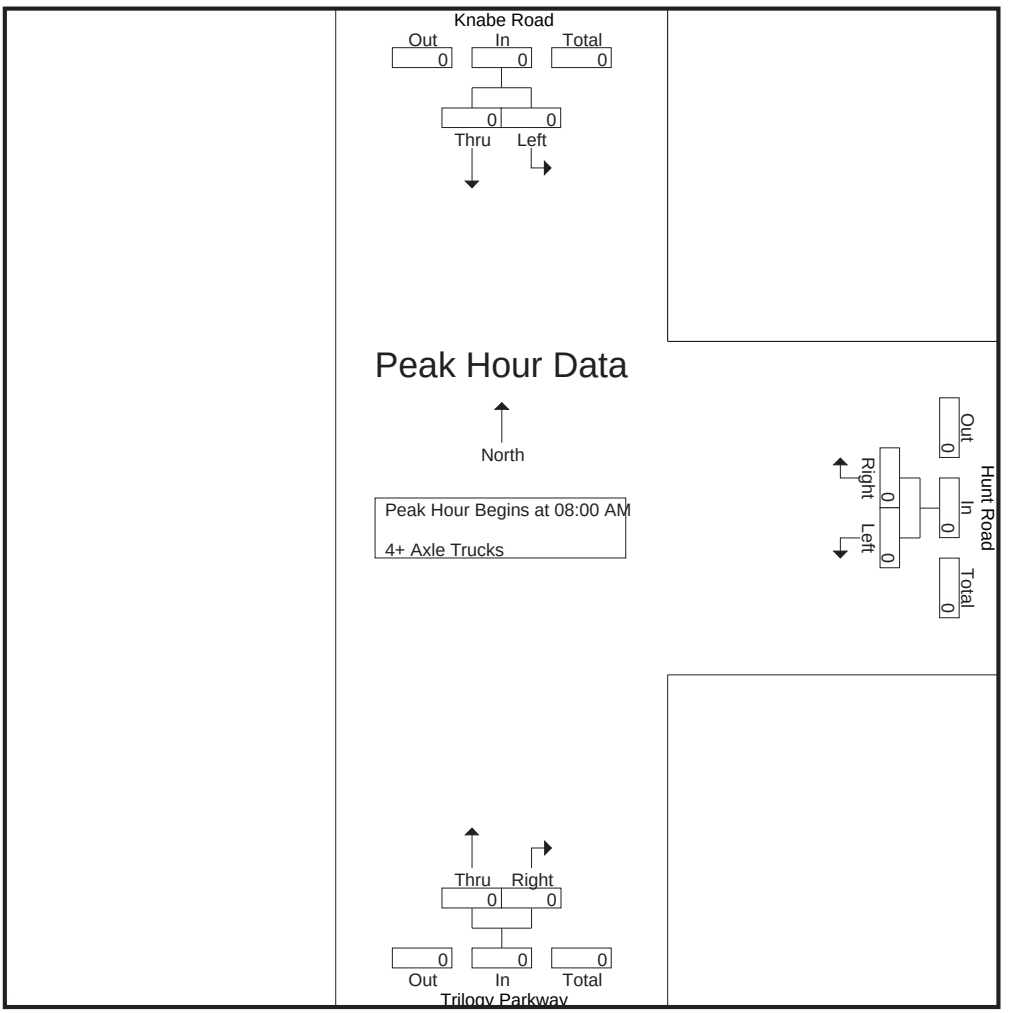

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
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E/W: Hunt Road
Weather: Clear

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	15	31	46	1	10	11	28	0	28	85
04:15 PM	20	36	56	2	19	21	25	1	26	103
04:30 PM	10	41	51	3	16	19	29	2	31	101
04:45 PM	22	29	51	1	9	10	31	0	31	92
Total	67	137	204	7	54	61	113	3	116	381
05:00 PM	16	25	41	2	24	26	23	2	25	92
05:15 PM	14	31	45	1	18	19	24	2	26	90
05:30 PM	26	33	59	0	13	13	18	1	19	91
05:45 PM	11	25	36	4	14	18	38	2	40	94
Total	67	114	181	7	69	76	103	7	110	367
Grand Total	134	251	385	14	123	137	216	10	226	748
Apprch %	34.8	65.2		10.2	89.8		95.6	4.4		
Total %	17.9	33.6	51.5	1.9	16.4	18.3	28.9	1.3	30.2	
Passenger Vehicles	129	251	380	14	120	134	212	10	222	736
% Passenger Vehicles	96.3	100	98.7	100	97.6	97.8	98.1	100	98.2	98.4
Large 2 Axle Vehicles	2	0	2	0	3	3	4	0	4	9
% Large 2 Axle Vehicles	1.5	0	0.5	0	2.4	2.2	1.9	0	1.8	1.2
3 Axle Vehicles	3	0	3	0	0	0	0	0	0	3
% 3 Axle Vehicles	2.2	0	0.8	0	0	0	0	0	0	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	20	36	**56**	2	19	21	25	1	26	**103**
04:30 PM	10	**41**	51	**3**	16	19	29	**2**	**31**	101
04:45 PM	**22**	29	51	1	9	10	**31**	0	31	92
05:00 PM	16	25	41	2	**24**	**26**	23	2	25	92
Total Volume	68	131	199	8	68	76	108	5	113	388
% App. Total	34.2	65.8		10.5	89.5		95.6	4.4		
PHF	.773	.799	.888	.667	.708	.731	.871	.625	.911	.942

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County of Riverside
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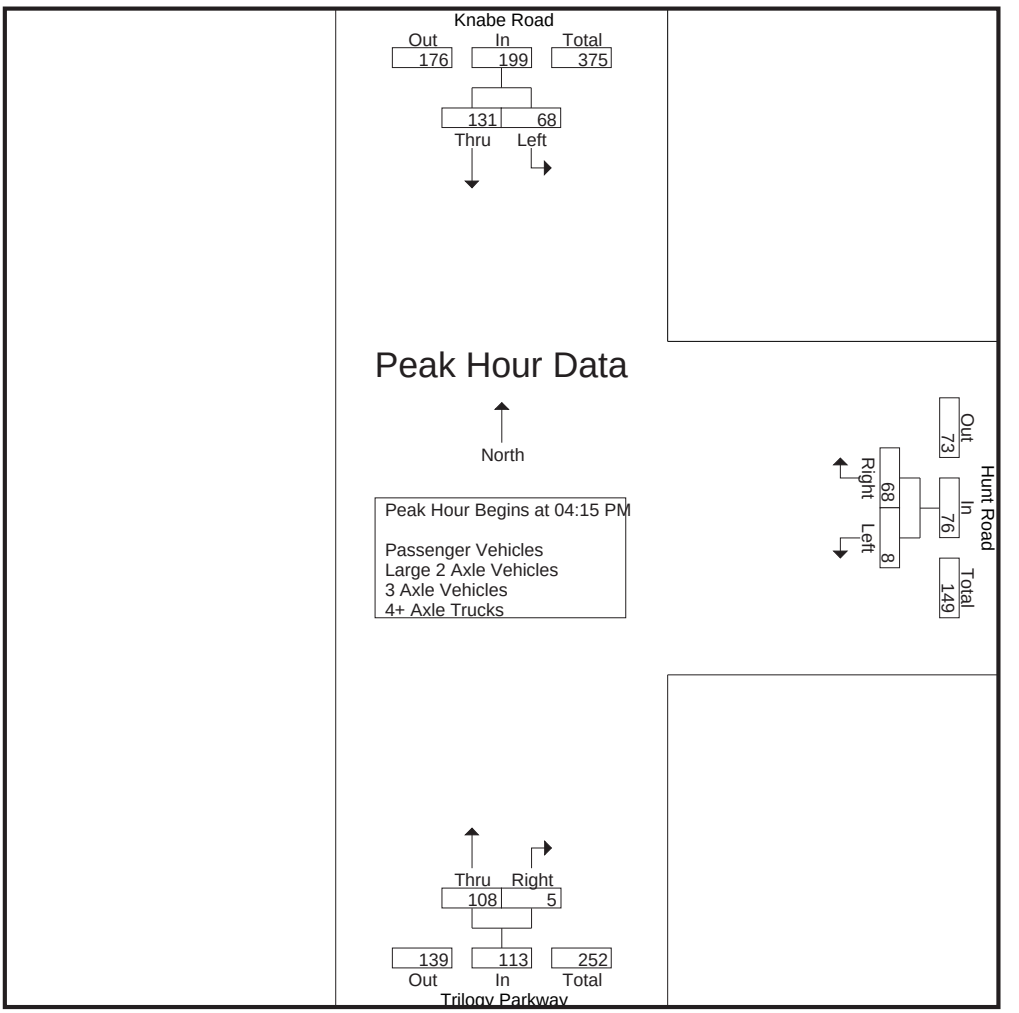

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	15	31	46	2	19	21	28	0	28
+15 mins.	20	36	**56**	**3**	16	19	25	1	26
+30 mins.	10	**41**	51	1	9	10	29	**2**	**31**
+45 mins.	**22**	29	51	2	**24**	**26**	**31**	0	31
Total Volume	67	137	204	8	68	76	113	3	116
% App. Total	32.8	67.2		10.5	89.5		97.4	2.6	
PHF	.761	.835	.911	.667	.708	.731	.911	.375	.935

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Groups Printed- Passenger Vehicles

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	15	31	46	1	10	11	26	0	26	83
04:15 PM	19	36	55	2	19	21	24	1	25	101
04:30 PM	9	41	50	3	15	18	29	2	31	99
04:45 PM	22	29	51	1	9	10	31	0	31	92
Total	65	137	202	7	53	60	110	3	113	375
05:00 PM	15	25	40	2	23	25	23	2	25	90
05:15 PM	13	31	44	1	17	18	23	2	25	87
05:30 PM	25	33	58	0	13	13	18	1	19	90
05:45 PM	11	25	36	4	14	18	38	2	40	94
Total	64	114	178	7	67	74	102	7	109	361
Grand Total	129	251	380	14	120	134	212	10	222	736
Apprch %	33.9	66.1		10.4	89.6		95.5	4.5		
Total %	17.5	34.1	51.6	1.9	16.3	18.2	28.8	1.4	30.2	

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	19	36	**55**	2	19	21	24	1	25	**101**
04:30 PM	9	**41**	50	**3**	15	18	29	**2**	**31**	99
04:45 PM	**22**	29	51	1	9	10	**31**	0	31	92
05:00 PM	15	25	40	2	**23**	**25**	23	2	25	90
Total Volume	65	131	196	8	66	74	107	5	112	382
% App. Total	33.2	66.8		10.8	89.2		95.5	4.5		
PHF	.739	.799	.891	.667	.717	.740	.863	.625	.903	.946

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County of Riverside
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E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt PM
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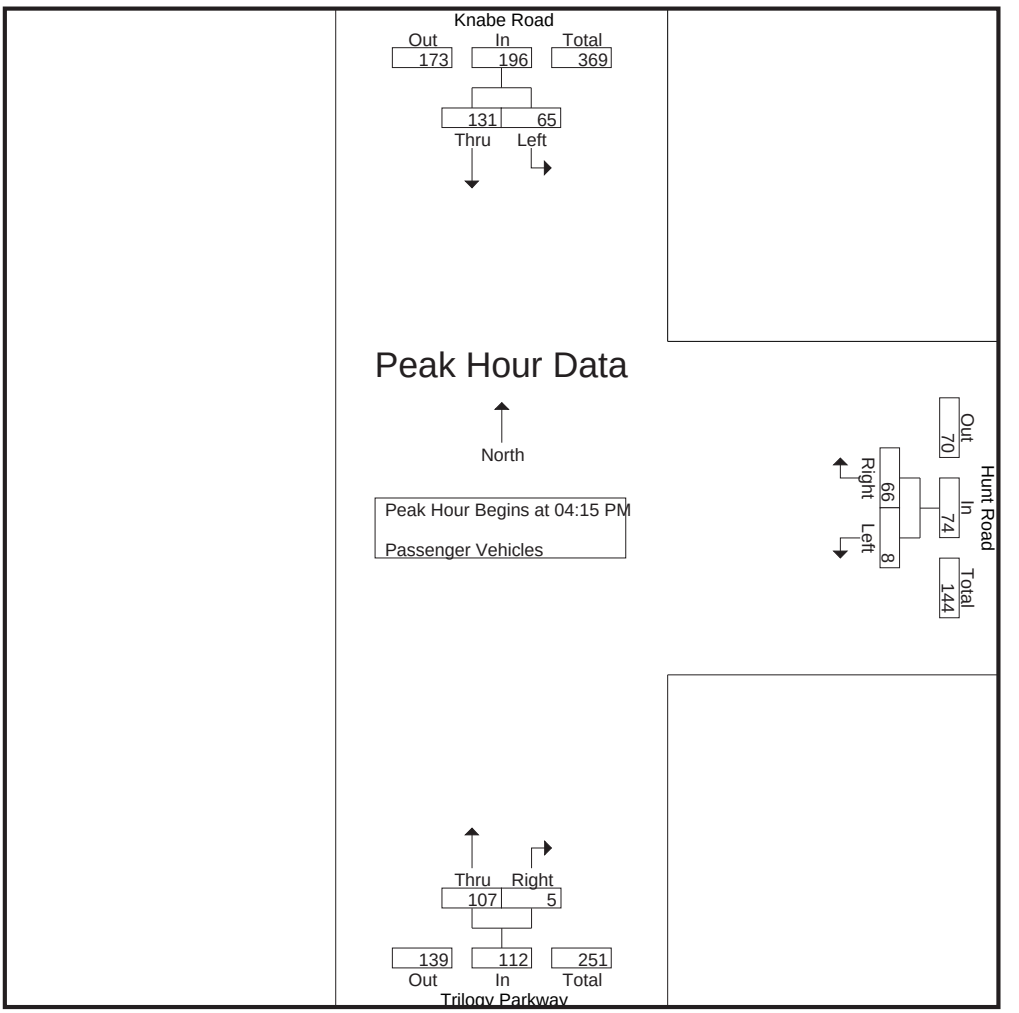

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	19	36	**55**	2	19	21	24	1	25
+15 mins.	9	**41**	50	**3**	15	18	29	**2**	**31**
+30 mins.	**22**	29	51	1	9	10	**31**	0	31
+45 mins.	15	25	40	2	**23**	**25**	23	2	25
Total Volume	65	131	196	8	66	74	107	5	112
% App. Total	33.2	66.8		10.8	89.2		95.5	4.5	
PHF	.739	.799	.891	.667	.717	.740	.863	.625	.903

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County of Riverside
N/S: Knabe Road/Trilogy Parkway
E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	3	0	3	4
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	1	0	1	0	1	1	1	0	1	3
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	2	2	1	0	1	5
Grand Total	2	0	2	0	3	3	4	0	4	9
Apprch %	100	0		0	100		100	0		
Total %	22.2	0	22.2	0	33.3	33.3	44.4	0	44.4	

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
04:30 PM	0	0	0	0	**1**	**1**	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	2	2	1	0	1	3
% App. Total	0	0		0	100		100	0		
PHF	.000	.000	.000	.000	.500	.500	.250	.000	.250	.750

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County of Riverside
N/S: Knabe Road/Trilogy Parkway
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Weather: Clear

File Name : 03_CRV_Tril_Hunt PM
Site Code : 05724184
Start Date : 2/29/2024
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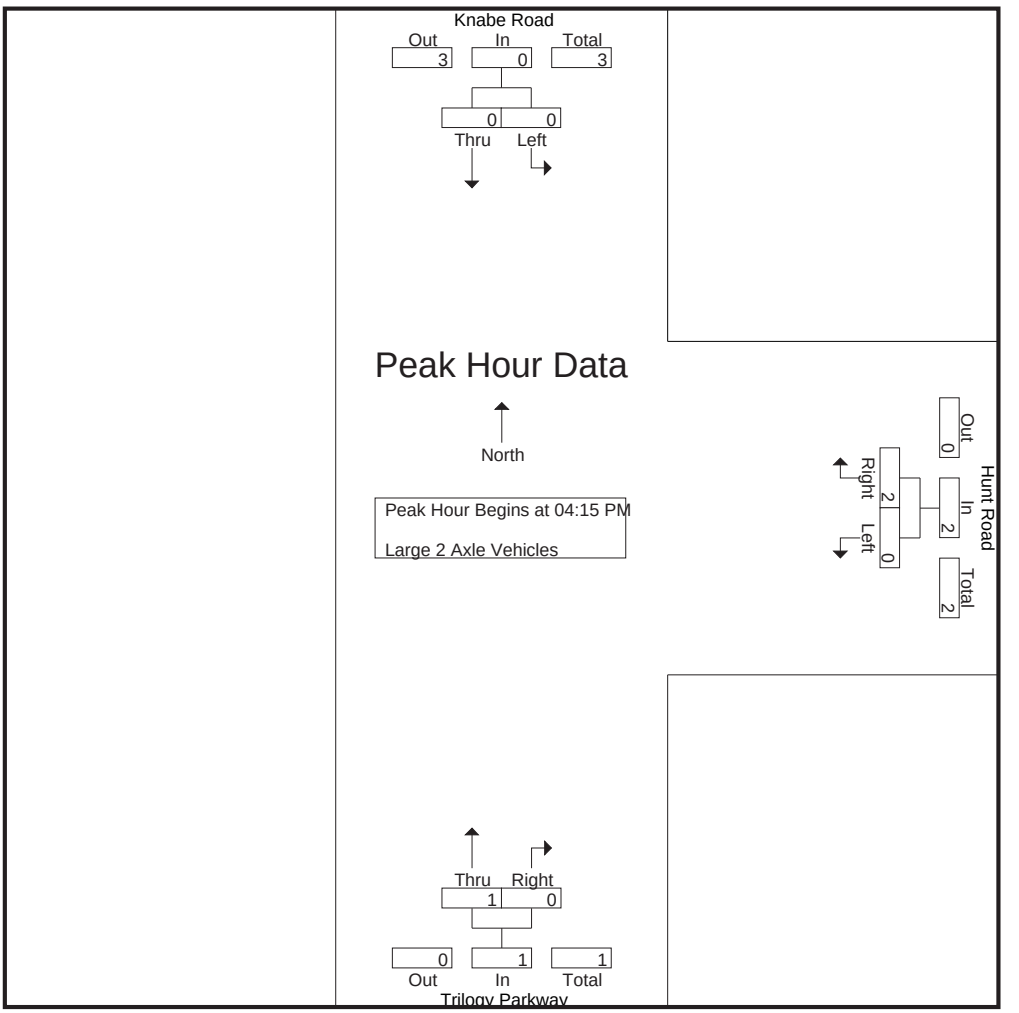

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	0	2	2	1	0	1
% App. Total	0	0		0	100		100	0	
PHF	.000	.000	.000	.000	.500	.500	.250	.000	.250

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County of Riverside
N/S: Knabe Road/Trilogy Parkway
E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	2
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	3	0	3	0	0	0	0	0	0	3
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	0	3	0	0	0	0	0	0	3
% App. Total	100	0		0	0		0	0		
PHF	.750	.000	.750	.000	.000	.000	.000	.000	.000	.750

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File Name : 03_CRV_Tril_Hunt PM
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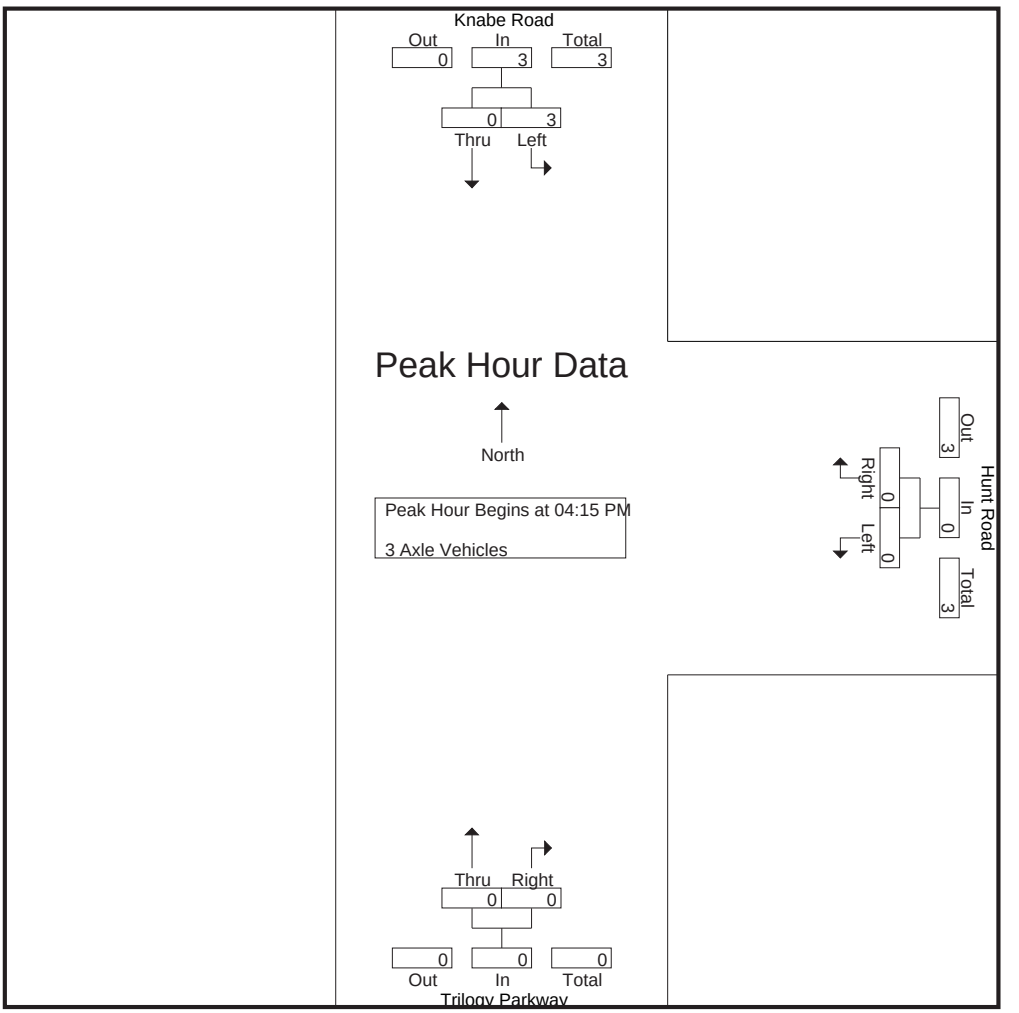

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	3	0	3	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.750	.000	.750	.000	.000	.000	.000	.000	.000

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County of Riverside
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E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt PM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- 4+ Axle Trucks

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Knabe Road Southbound			Hunt Road Westbound			Trilogy Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: Hunt Road
Weather: Clear

File Name : 03_CRV_Tril_Hunt PM
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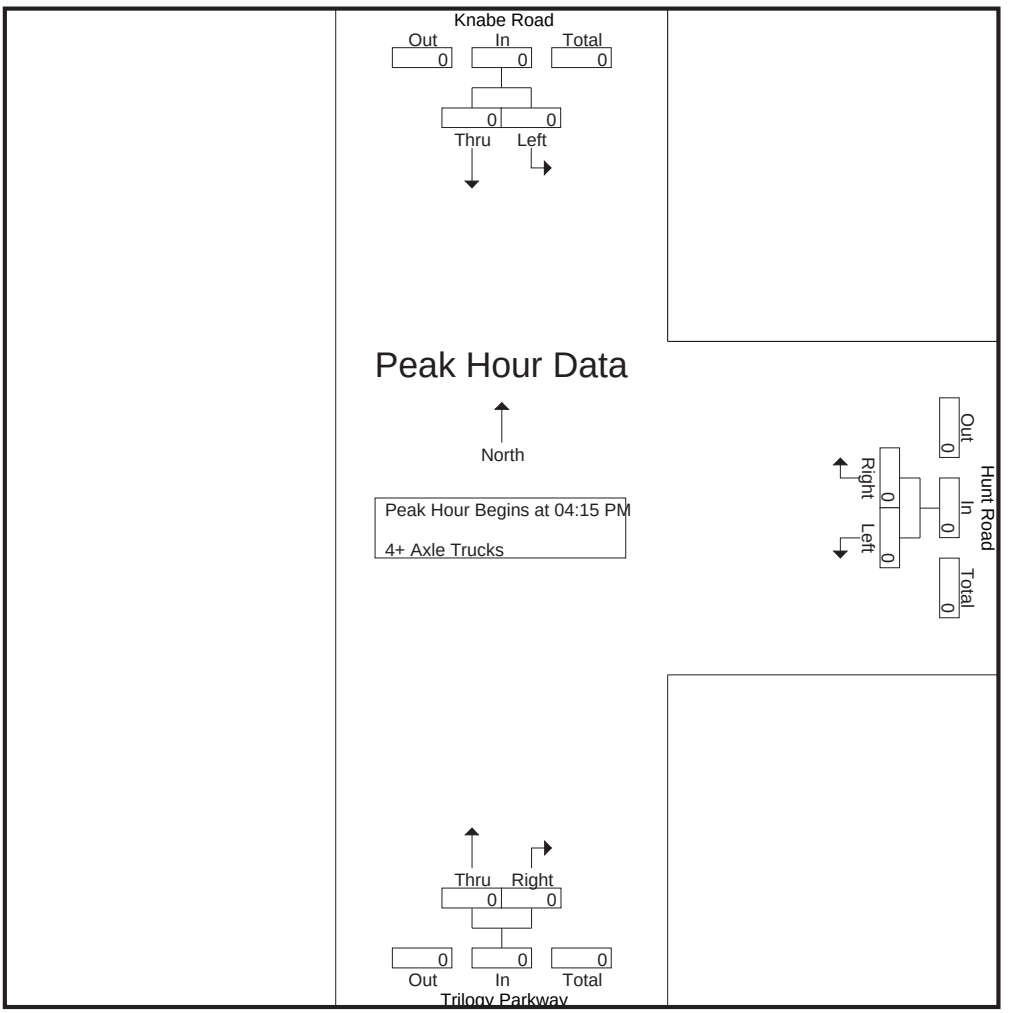

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
N/S: Temescal Canyon Road
E/W: Lawson Road
Weather: Clear

File Name : 04_CRV_Tem Cyn_Law AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	59	5	64	0	0	0	0	6	325	0	331	8	0	2	10	405
07:15 AM	0	66	4	70	0	0	0	0	19	315	0	334	11	0	5	16	420
07:30 AM	0	80	6	86	0	0	0	0	7	333	0	340	8	0	4	12	438
07:45 AM	0	109	8	117	0	0	0	0	18	327	0	345	9	0	2	11	473
Total	0	314	23	337	0	0	0	0	50	1300	0	1350	36	0	13	49	1736
08:00 AM	0	91	4	95	0	0	0	0	18	296	0	314	12	0	2	14	423
08:15 AM	0	95	8	103	0	0	0	0	27	301	0	328	6	0	6	12	443
08:30 AM	0	153	8	161	0	0	0	0	22	234	0	256	12	0	15	27	444
08:45 AM	0	106	7	113	0	0	0	0	7	177	0	184	14	0	8	22	319
Total	0	445	27	472	0	0	0	0	74	1008	0	1082	44	0	31	75	1629
Grand Total	0	759	50	809	0	0	0	0	124	2308	0	2432	80	0	44	124	3365
Apprch %	0	93.8	6.2		0	0	0		5.1	94.9	0		64.5	0	35.5		
Total %	0	22.6	1.5	24	0	0	0	0	3.7	68.6	0	72.3	2.4	0	1.3	3.7	
Passenger Vehicles	0	605	48	653	0	0	0	0	119	2181	0	2300	79	0	40	119	3072
% Passenger Vehicles	0	79.7	96	80.7	0	0	0	0	96	94.5	0	94.6	98.8	0	90.9	96	91.3
Large 2 Axle Vehicles	0	34	1	35	0	0	0	0	5	30	0	35	1	0	4	5	75
% Large 2 Axle Vehicles	0	4.5	2	4.3	0	0	0	0	4	1.3	0	1.4	1.2	0	9.1	4	2.2
3 Axle Vehicles	0	52	1	53	0	0	0	0	0	48	0	48	0	0	0	0	101
% 3 Axle Vehicles	0	6.9	2	6.6	0	0	0	0	0	2.1	0	2	0	0	0	0	3
4+ Axle Trucks	0	68	0	68	0	0	0	0	0	49	0	49	0	0	0	0	117
% 4+ Axle Trucks	0	9	0	8.4	0	0	0	0	0	2.1	0	2	0	0	0	0	3.5

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	109	**8**	117	0	0	0	0	18	**327**	0	**345**	9	0	2	11	**473**
08:00 AM	0	91	4	95	0	0	0	0	18	296	0	314	**12**	0	2	14	423
08:15 AM	0	95	8	103	0	0	0	0	**27**	301	0	328	6	0	6	12	443
08:30 AM	0	**153**	8	**161**	0	0	0	0	22	234	0	256	12	0	**15**	**27**	444
Total Volume	0	448	28	476	0	0	0	0	85	1158	0	1243	39	0	25	64	1783
% App. Total	0	94.1	5.9		0	0	0		6.8	93.2	0		60.9	0	39.1		
PHF	.000	.732	.875	.739	.000	.000	.000	.000	.787	.885	.000	.901	.813	.000	.417	.593	.942

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File Name : 04_CRV_Tem Cyn_Law AM
Site Code : 05724184
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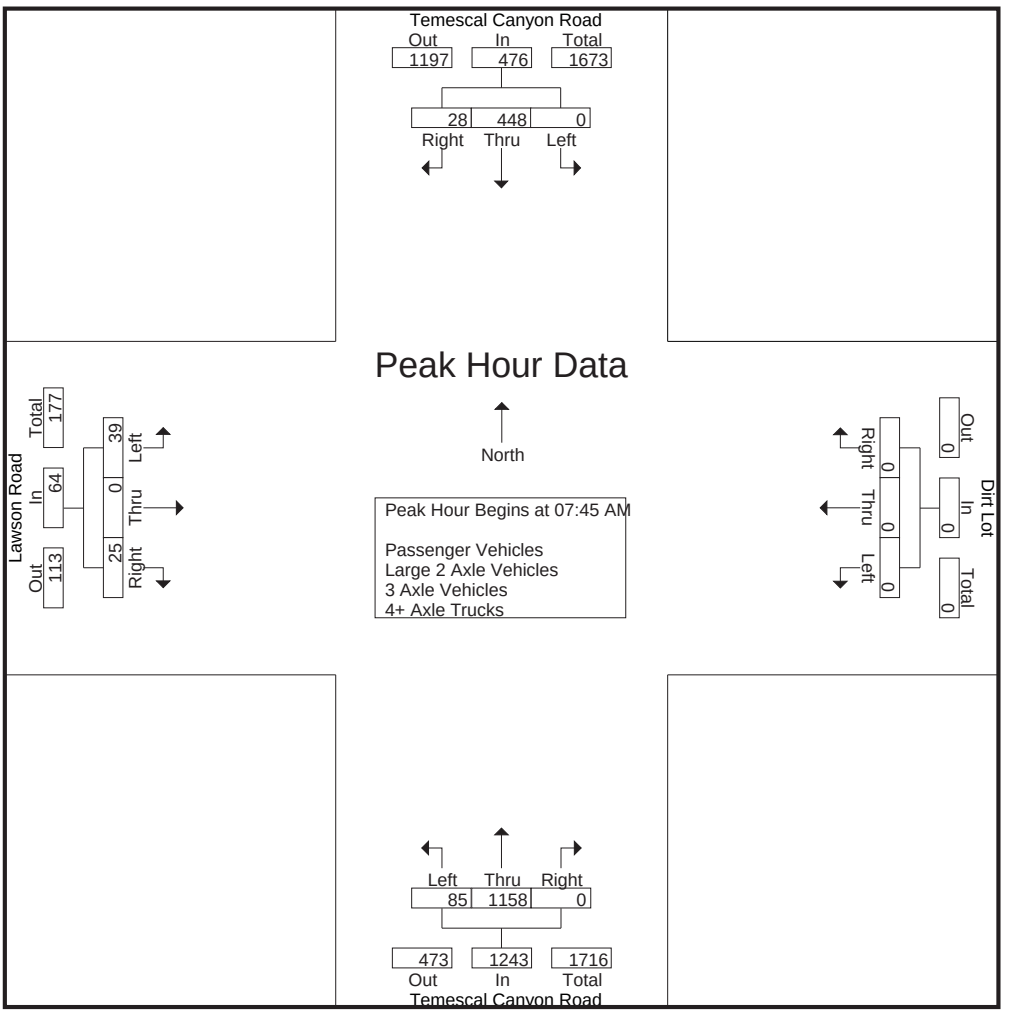

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	109	**8**	117	0	0	0	0	6	325	0	331	12	0	2	14
+15 mins.	0	91	4	95	0	0	0	0	**19**	315	0	334	6	0	6	12
+30 mins.	0	95	8	103	0	0	0	0	7	**333**	0	340	12	0	**15**	**27**
+45 mins.	0	**153**	8	**161**	0	0	0	0	18	327	0	**345**	**14**	0	8	22
Total Volume	0	448	28	476	0	0	0	0	50	1300	0	1350	44	0	31	75
% App. Total	0	94.1	5.9		0	0	0		3.7	96.3	0		58.7	0	41.3	
PHF	.000	.732	.875	.739	.000	.000	.000	.000	.658	.976	.000	.978	.786	.000	.517	.694

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County of Riverside
N/S: Temescal Canyon Road
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File Name : 04_CRV_Tem Cyn_Law AM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	44	5	49	0	0	0	0	5	308	0	313	8	0	1	9	371
07:15 AM	0	52	4	56	0	0	0	0	18	299	0	317	11	0	4	15	388
07:30 AM	0	65	5	70	0	0	0	0	7	320	0	327	8	0	2	10	407
07:45 AM	0	87	7	94	0	0	0	0	17	318	0	335	9	0	2	11	440
Total	0	248	21	269	0	0	0	0	47	1245	0	1292	36	0	9	45	1606
08:00 AM	0	74	4	78	0	0	0	0	18	272	0	290	12	0	2	14	382
08:15 AM	0	77	8	85	0	0	0	0	27	284	0	311	6	0	6	12	408
08:30 AM	0	117	8	125	0	0	0	0	20	215	0	235	12	0	15	27	387
08:45 AM	0	89	7	96	0	0	0	0	7	165	0	172	13	0	8	21	289
Total	0	357	27	384	0	0	0	0	72	936	0	1008	43	0	31	74	1466
Grand Total	0	605	48	653	0	0	0	0	119	2181	0	2300	79	0	40	119	3072
Apprch %	0	92.6	7.4		0	0	0		5.2	94.8	0		66.4	0	33.6		
Total %	0	19.7	1.6	21.3	0	0	0	0	3.9	71	0	74.9	2.6	0	1.3	3.9	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	87	7	94	0	0	0	0	17	**318**	0	**335**	9	0	2	11	**440**
08:00 AM	0	74	4	78	0	0	0	0	18	272	0	290	**12**	0	2	14	382
08:15 AM	0	77	**8**	85	0	0	0	0	**27**	284	0	311	6	0	6	12	408
08:30 AM	0	**117**	8	**125**	0	0	0	0	20	215	0	235	12	0	**15**	**27**	387
Total Volume	0	355	27	382	0	0	0	0	82	1089	0	1171	39	0	25	64	1617
% App. Total	0	92.9	7.1		0	0	0		7	93	0		60.9	0	39.1		
PHF	.000	.759	.844	.764	.000	.000	.000	.000	.759	.856	.000	.874	.813	.000	.417	.593	.919

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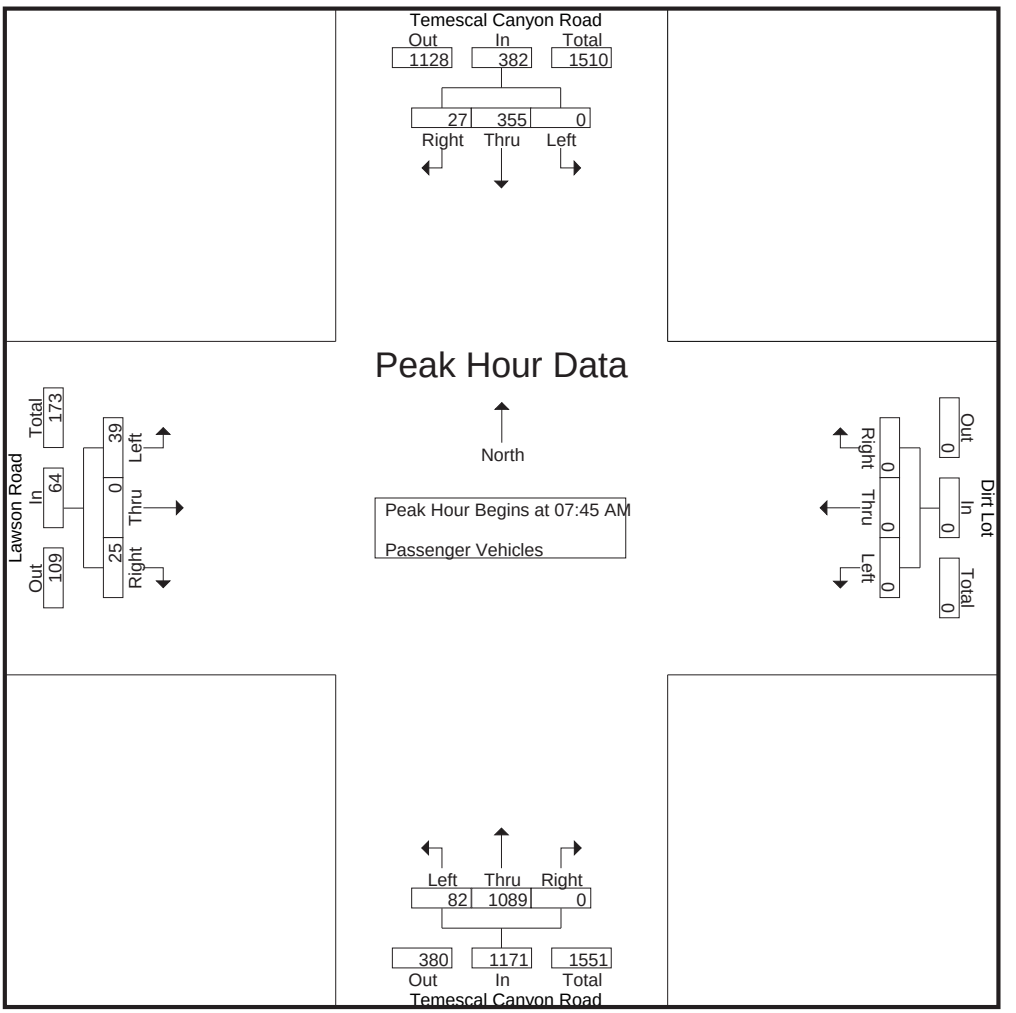

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	87	7	94	0	0	0	0	17	**318**	0	**335**	9	0	2	11
+15 mins.	0	74	4	78	0	0	0	0	18	272	0	290	**12**	0	2	14
+30 mins.	0	77	**8**	85	0	0	0	0	**27**	284	0	311	6	0	6	12
+45 mins.	0	**117**	8	**125**	0	0	0	0	20	215	0	235	12	0	**15**	**27**
Total Volume	0	355	27	382	0	0	0	0	82	1089	0	1171	39	0	25	64
% App. Total	0	92.9	7.1		0	0	0		7	93	0		60.9	0	39.1	
PHF	.000	.759	.844	.764	.000	.000	.000	.000	.759	.856	.000	.874	.813	.000	.417	.593

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File Name : 04_CRV_Tem Cyn_Law AM
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Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	1	5	0	6	0	0	1	1	12
07:15 AM	0	6	0	6	0	0	0	0	1	6	0	7	0	0	1	1	14
07:30 AM	0	4	1	5	0	0	0	0	0	3	0	3	0	0	2	2	10
07:45 AM	0	4	0	4	0	0	0	0	1	2	0	3	0	0	0	0	7
Total	0	19	1	20	0	0	0	0	3	16	0	19	0	0	4	4	43
08:00 AM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
08:15 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
08:30 AM	0	4	0	4	0	0	0	0	2	4	0	6	0	0	0	0	10
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total	0	15	0	15	0	0	0	0	2	14	0	16	1	0	0	1	32
Grand Total	0	34	1	35	0	0	0	0	5	30	0	35	1	0	4	5	75
Apprch %	0	97.1	2.9		0	0	0		14.3	85.7	0		20	0	80		
Total %	0	45.3	1.3	46.7	0	0	0	0	6.7	40	0	46.7	1.3	0	5.3	6.7	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	0	4	0	0	0	0	1	2	0	3	0	0	0	0	7
08:00 AM	0	**6**	0	**6**	0	0	0	0	0	4	0	4	0	0	0	0	**10**
08:15 AM	0	2	0	2	0	0	0	0	0	**5**	0	5	0	0	0	0	7
08:30 AM	0	4	0	4	0	0	0	0	**2**	4	0	**6**	0	0	0	0	10
Total Volume	0	16	0	16	0	0	0	0	3	15	0	18	0	0	0	0	34
% App. Total	0	100	0		0	0	0		16.7	83.3	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.375	.750	.000	.750	.000	.000	.000	.000	.850

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County of Riverside
N/S: Temescal Canyon Road
E/W: Lawson Road
Weather: Clear

File Name : 04_CRV_Tem Cyn_Law AM
Site Code : 05724184
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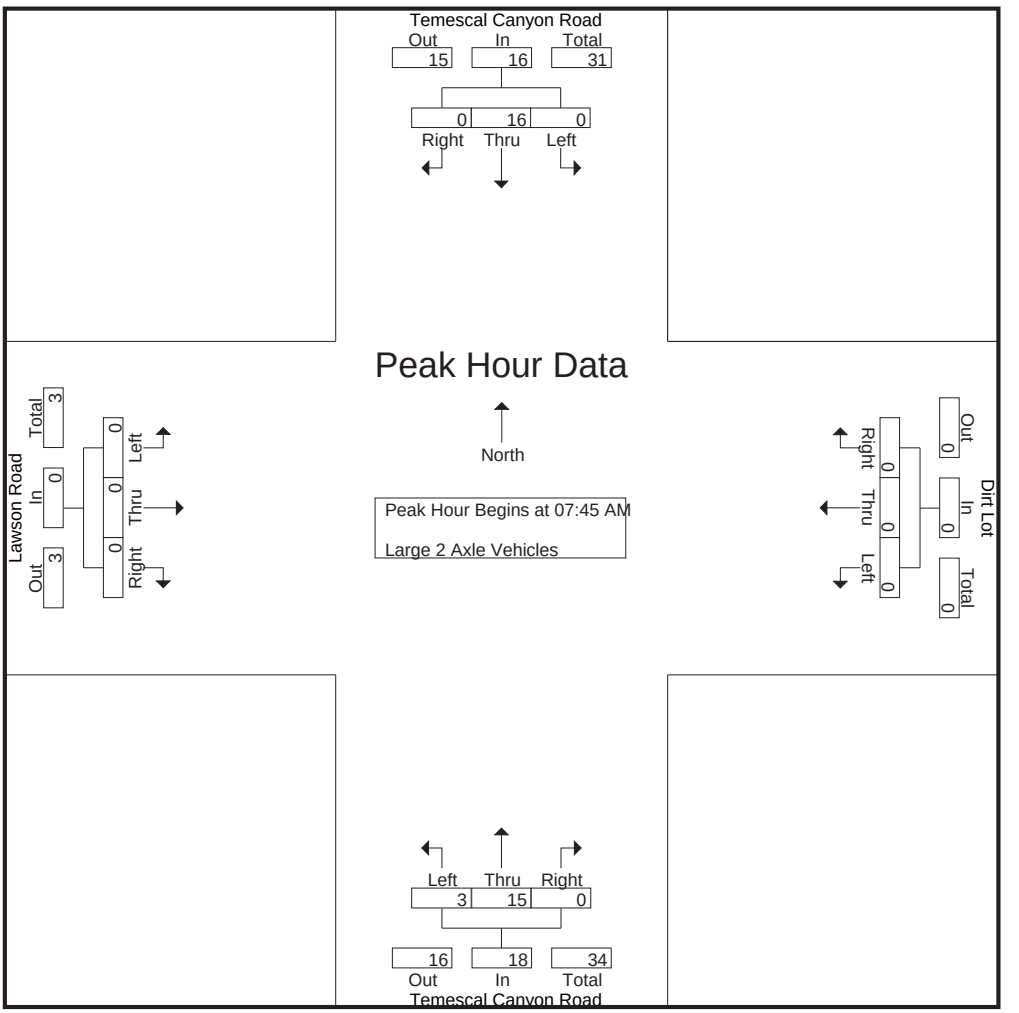

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	4	0	4	0	0	0	0	1	2	0	3	0	0	0	0
+15 mins.	0	**6**	0	**6**	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	**5**	0	5	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	**2**	4	0	**6**	0	0	0	0
Total Volume	0	16	0	16	0	0	0	0	3	15	0	18	0	0	0	0
% App. Total	0	100	0		0	0	0		16.7	83.3	0		0	0	0	
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.375	.750	.000	.750	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
07:15 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
07:30 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
07:45 AM	0	12	1	13	0	0	0	0	0	4	0	4	0	0	0	0	17
Total	0	26	1	27	0	0	0	0	0	17	0	17	0	0	0	0	44
08:00 AM	0	4	0	4	0	0	0	0	0	11	0	11	0	0	0	0	15
08:15 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
08:30 AM	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
08:45 AM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
Total	0	26	0	26	0	0	0	0	0	31	0	31	0	0	0	0	57
Grand Total	0	52	1	53	0	0	0	0	0	48	0	48	0	0	0	0	101
Apprch %	0	98.1	1.9		0	0	0		0	100	0		0	0	0		
Total %	0	51.5	1	52.5	0	0	0	0	0	47.5	0	47.5	0	0	0	0	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**12**	**1**	**13**	0	0	0	0	0	4	0	4	0	0	0	0	**17**
08:00 AM	0	4	0	4	0	0	0	0	0	**11**	0	**11**	0	0	0	0	15
08:15 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
08:30 AM	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
Total Volume	0	33	1	34	0	0	0	0	0	28	0	28	0	0	0	0	62
% App. Total	0	97.1	2.9		0	0	0		0	100	0		0	0	0		
PHF	.000	.688	.250	.654	.000	.000	.000	.000	.000	.636	.000	.636	.000	.000	.000	.000	.912

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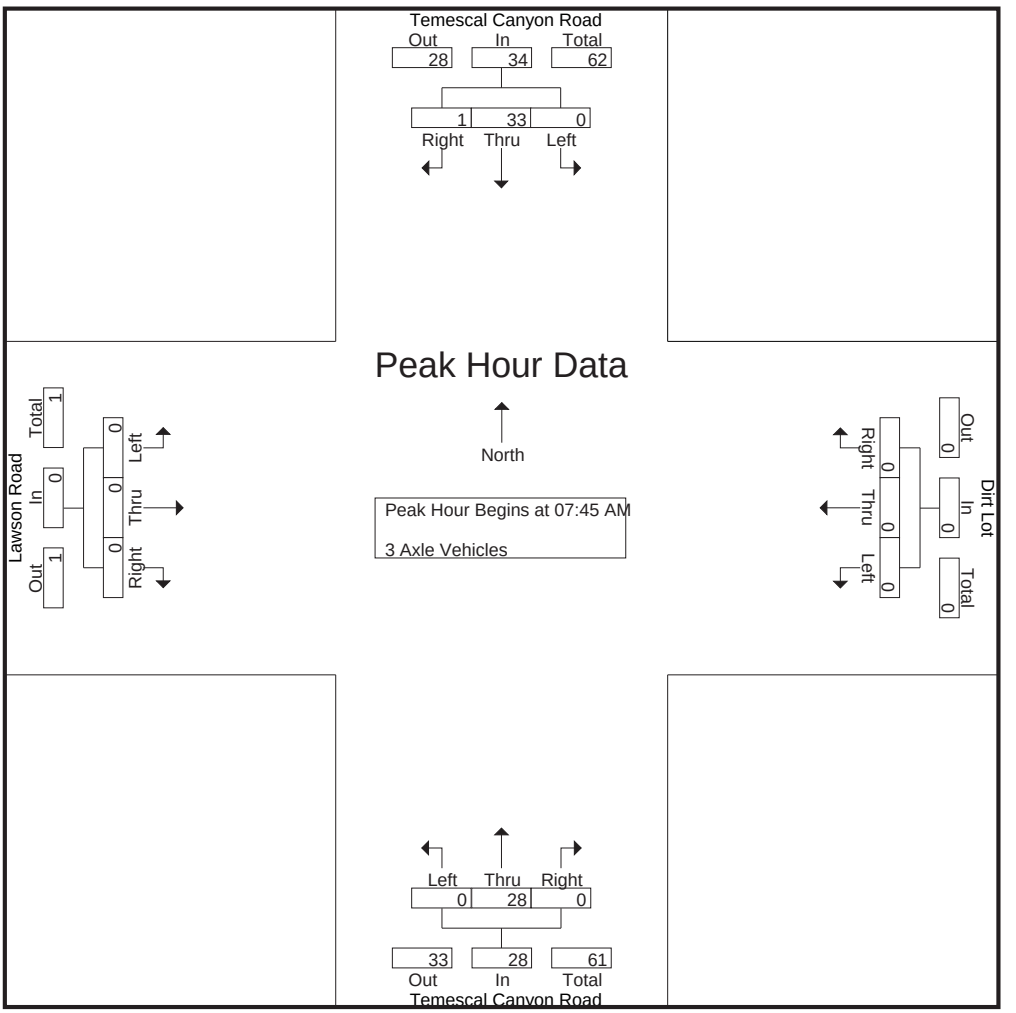

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**12**	**1**	**13**	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	**11**	0	**11**	0	0	0	0
+30 mins.	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0
+45 mins.	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0
Total Volume	0	33	1	34	0	0	0	0	0	28	0	28	0	0	0	0
% App. Total	0	97.1	2.9		0	0	0		0	100	0		0	0	0	
PHF	.000	.688	.250	.654	.000	.000	.000	.000	.000	.636	.000	.636	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
07:15 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
07:30 AM	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
07:45 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
Total	0	21	0	21	0	0	0	0	0	22	0	22	0	0	0	0	43
08:00 AM	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0	16
08:15 AM	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
08:30 AM	0	22	0	22	0	0	0	0	0	9	0	9	0	0	0	0	31
08:45 AM	0	9	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
Total	0	47	0	47	0	0	0	0	0	27	0	27	0	0	0	0	74
Grand Total	0	68	0	68	0	0	0	0	0	49	0	49	0	0	0	0	117
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	58.1	0	58.1	0	0	0	0	0	41.9	0	41.9	0	0	0	0	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
08:00 AM	0	7	0	7	0	0	0	0	0	**9**	0	**9**	0	0	0	0	16
08:15 AM	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
08:30 AM	0	**22**	0	**22**	0	0	0	0	0	9	0	9	0	0	0	0	**31**
Total Volume	0	44	0	44	0	0	0	0	0	26	0	26	0	0	0	0	70
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.722	.000	.722	.000	.000	.000	.000	.565

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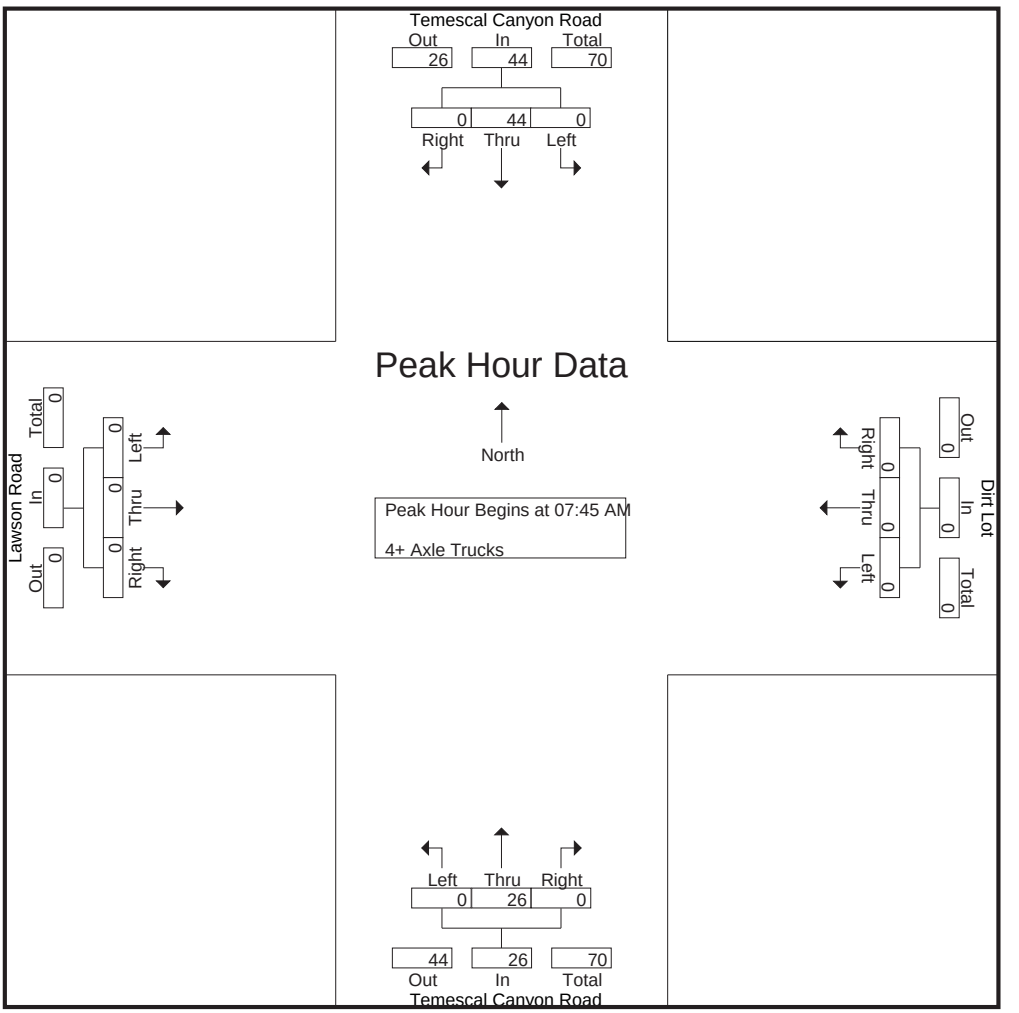

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	7	0	7	0	0	0	0	0	**9**	0	**9**	0	0	0	0
+30 mins.	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	**22**	0	**22**	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	0	44	0	44	0	0	0	0	0	26	0	26	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.722	.000	.722	.000	.000	.000	.000

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County of Riverside
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Weather: Clear

File Name : 04_CRV_Tem Cyn_Law PM
Site Code : 05724184
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	171	9	180	0	0	0	0	6	107	0	113	8	0	11	19	312
04:15 PM	0	165	10	175	0	0	0	0	9	97	0	106	12	0	7	19	300
04:30 PM	0	168	13	181	0	0	0	0	5	115	0	120	11	0	2	13	314
04:45 PM	0	150	12	162	0	0	0	0	3	97	0	100	7	0	7	14	276
Total	0	654	44	698	0	0	0	0	23	416	0	439	38	0	27	65	1202
05:00 PM	0	147	21	168	0	0	0	0	4	93	0	97	12	0	4	16	281
05:15 PM	0	179	15	194	0	0	0	0	5	108	0	113	15	0	5	20	327
05:30 PM	0	146	10	156	0	0	0	0	4	108	0	112	17	0	12	29	297
05:45 PM	0	148	13	161	0	0	0	0	3	92	0	95	10	0	6	16	272
Total	0	620	59	679	0	0	0	0	16	401	0	417	54	0	27	81	1177
Grand Total	0	1274	103	1377	0	0	0	0	39	817	0	856	92	0	54	146	2379
Apprch %	0	92.5	7.5		0	0	0		4.6	95.4	0		63	0	37		
Total %	0	53.6	4.3	57.9	0	0	0	0	1.6	34.3	0	36	3.9	0	2.3	6.1	
Passenger Vehicles	0	1220	101	1321	0	0	0	0	38	778	0	816	88	0	53	141	2278
% Passenger Vehicles	0	95.8	98.1	95.9	0	0	0	0	97.4	95.2	0	95.3	95.7	0	98.1	96.6	95.8
Large 2 Axle Vehicles	0	17	2	19	0	0	0	0	1	22	0	23	1	0	1	2	44
% Large 2 Axle Vehicles	0	1.3	1.9	1.4	0	0	0	0	2.6	2.7	0	2.7	1.1	0	1.9	1.4	1.8
3 Axle Vehicles	0	10	0	10	0	0	0	0	0	10	0	10	3	0	0	3	23
% 3 Axle Vehicles	0	0.8	0	0.7	0	0	0	0	0	1.2	0	1.2	3.3	0	0	2.1	1
4+ Axle Trucks	0	27	0	27	0	0	0	0	0	7	0	7	0	0	0	0	34
% 4+ Axle Trucks	0	2.1	0	2	0	0	0	0	0	0.9	0	0.8	0	0	0	0	1.4

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**171**	9	180	0	0	0	0	6	107	0	113	8	0	**11**	**19**	312
04:15 PM	0	165	10	175	0	0	0	0	**9**	97	0	106	**12**	0	7	19	300
04:30 PM	0	168	**13**	**181**	0	0	0	0	5	**115**	0	**120**	11	0	2	13	**314**
04:45 PM	0	150	12	162	0	0	0	0	3	97	0	100	7	0	7	14	276
Total Volume	0	654	44	698	0	0	0	0	23	416	0	439	38	0	27	65	1202
% App. Total	0	93.7	6.3		0	0	0		5.2	94.8	0		58.5	0	41.5		
PHF	.000	.956	.846	.964	.000	.000	.000	.000	.639	.904	.000	.915	.792	.000	.614	.855	.957

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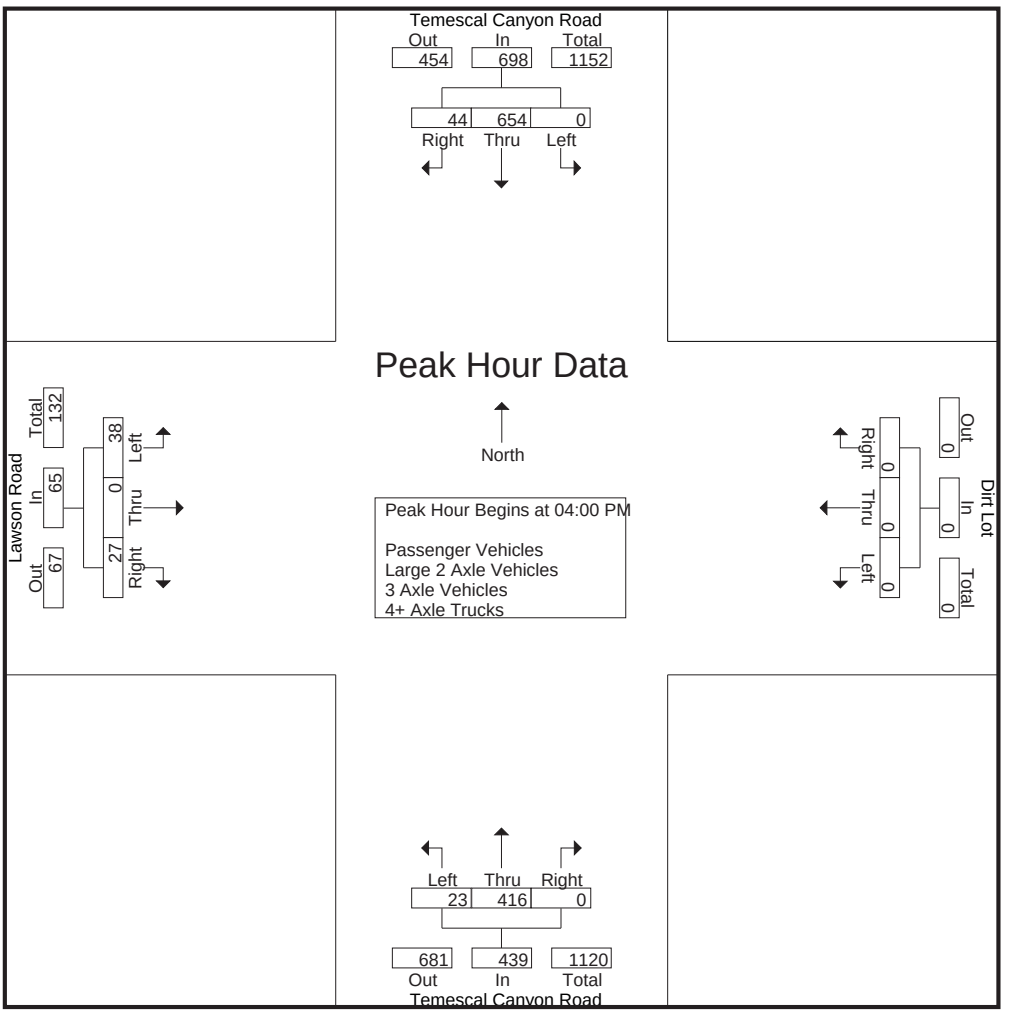

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	168	13	181	0	0	0	0	6	107	0	113	12	0	4	16
+15 mins.	0	150	12	162	0	0	0	0	**9**	97	0	106	15	0	5	20
+30 mins.	0	147	**21**	168	0	0	0	0	5	**115**	0	**120**	**17**	0	**12**	**29**
+45 mins.	0	**179**	15	**194**	0	0	0	0	3	97	0	100	10	0	6	16
Total Volume	0	644	61	705	0	0	0	0	23	416	0	439	54	0	27	81
% App. Total	0	91.3	8.7		0	0	0		5.2	94.8	0		66.7	0	33.3	
PHF	.000	.899	.726	.909	.000	.000	.000	.000	.639	.904	.000	.915	.794	.000	.563	.698

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County of Riverside
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File Name : 04_CRV_Tem Cyn_Law PM
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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	161	9	170	0	0	0	0	6	99	0	105	8	0	11	19	294
04:15 PM	0	155	10	165	0	0	0	0	8	87	0	95	12	0	7	19	279
04:30 PM	0	161	13	174	0	0	0	0	5	110	0	115	9	0	2	11	300
04:45 PM	0	143	12	155	0	0	0	0	3	95	0	98	7	0	7	14	267
Total	0	620	44	664	0	0	0	0	22	391	0	413	36	0	27	63	1140
05:00 PM	0	143	20	163	0	0	0	0	4	90	0	94	11	0	4	15	272
05:15 PM	0	170	14	184	0	0	0	0	5	104	0	109	15	0	4	19	312
05:30 PM	0	142	10	152	0	0	0	0	4	103	0	107	16	0	12	28	287
05:45 PM	0	145	13	158	0	0	0	0	3	90	0	93	10	0	6	16	267
Total	0	600	57	657	0	0	0	0	16	387	0	403	52	0	26	78	1138
Grand Total	0	1220	101	1321	0	0	0	0	38	778	0	816	88	0	53	141	2278
Apprch %	0	92.4	7.6		0	0	0		4.7	95.3	0		62.4	0	37.6		
Total %	0	53.6	4.4	58	0	0	0	0	1.7	34.2	0	35.8	3.9	0	2.3	6.2	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**161**	9	170	0	0	0	0	6	99	0	105	8	0	**11**	**19**	294
04:15 PM	0	155	10	165	0	0	0	0	**8**	87	0	95	**12**	0	7	19	279
04:30 PM	0	161	**13**	**174**	0	0	0	0	5	**110**	0	**115**	9	0	2	11	**300**
04:45 PM	0	143	12	155	0	0	0	0	3	95	0	98	7	0	7	14	267
Total Volume	0	620	44	664	0	0	0	0	22	391	0	413	36	0	27	63	1140
% App. Total	0	93.4	6.6		0	0	0		5.3	94.7	0		57.1	0	42.9		
PHF	.000	.963	.846	.954	.000	.000	.000	.000	.688	.889	.000	.898	.750	.000	.614	.829	.950

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County of Riverside
N/S: Temescal Canyon Road
E/W: Lawson Road
Weather: Clear

File Name : 04_CRV_Tem Cyn_Law PM
Site Code : 05724184
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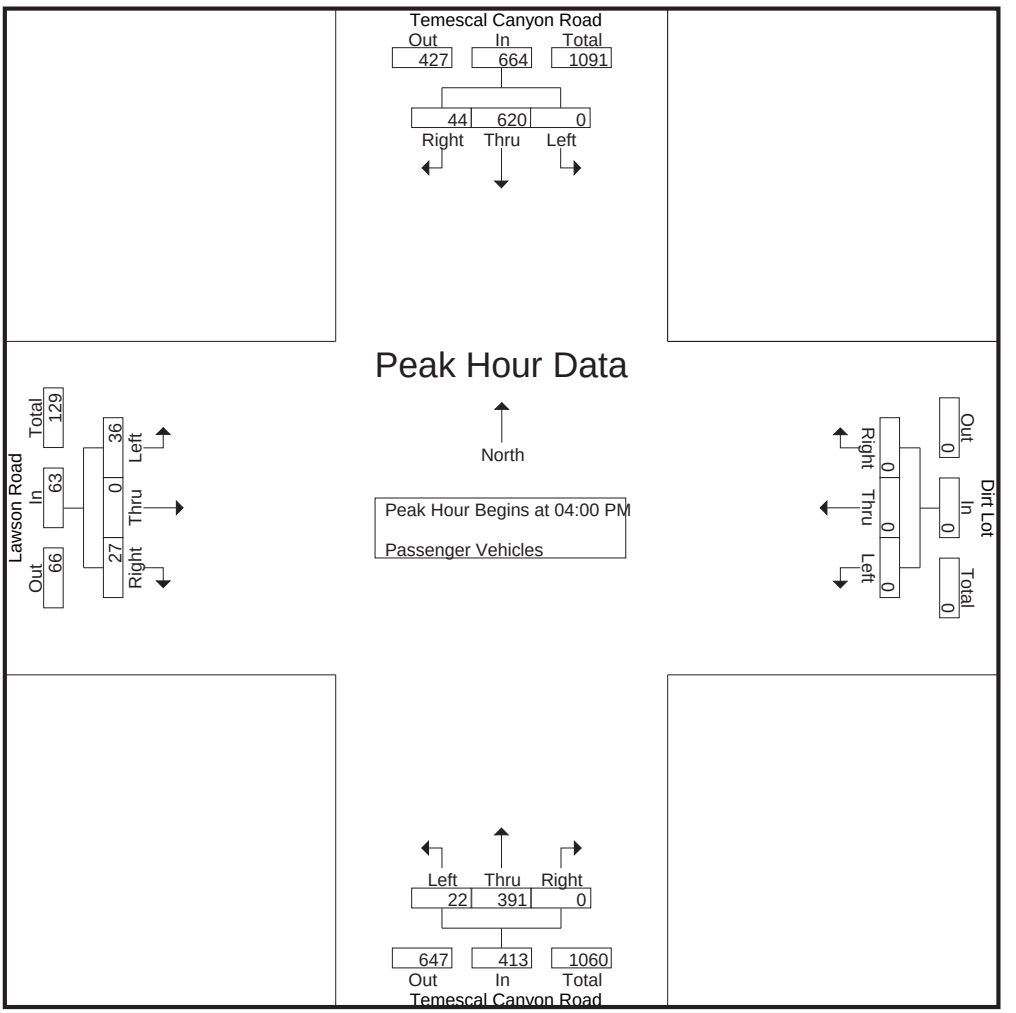

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**161**	9	170	0	0	0	0	6	99	0	105	8	0	**11**	**19**
+15 mins.	0	155	10	165	0	0	0	0	**8**	87	0	95	**12**	0	7	19
+30 mins.	0	161	**13**	**174**	0	0	0	0	5	**110**	0	**115**	9	0	2	11
+45 mins.	0	143	12	155	0	0	0	0	3	95	0	98	7	0	7	14
Total Volume	0	620	44	664	0	0	0	0	22	391	0	413	36	0	27	63
% App. Total	0	93.4	6.6		0	0	0		5.3	94.7	0		57.1	0	42.9	
PHF	.000	.963	.846	.954	.000	.000	.000	.000	.688	.889	.000	.898	.750	.000	.614	.829

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File Name : 04_CRV_Tem Cyn_Law PM
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Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:15 PM	0	5	0	5	0	0	0	0	1	6	0	7	0	0	0	0	12
04:30 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	12	0	12	0	0	0	0	1	14	0	15	0	0	0	0	27
05:00 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:30 PM	0	3	0	3	0	0	0	0	0	5	0	5	1	0	0	1	9
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	2	7	0	0	0	0	0	8	0	8	1	0	1	2	17
Grand Total	0	17	2	19	0	0	0	0	1	22	0	23	1	0	1	2	44
Apprch %	0	89.5	10.5		0	0	0		4.3	95.7	0		50	0	50		
Total %	0	38.6	4.5	43.2	0	0	0	0	2.3	50	0	52.3	2.3	0	2.3	4.5	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:15 PM	0	**5**	0	**5**	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0	**12**
04:30 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	12	0	12	0	0	0	0	1	14	0	15	0	0	0	0	27
% App. Total	0	100	0		0	0	0		6.7	93.3	0		0	0	0		
PHF	.000	.600	.000	.600	.000	.000	.000	.000	.250	.583	.000	.536	.000	.000	.000	.000	.563

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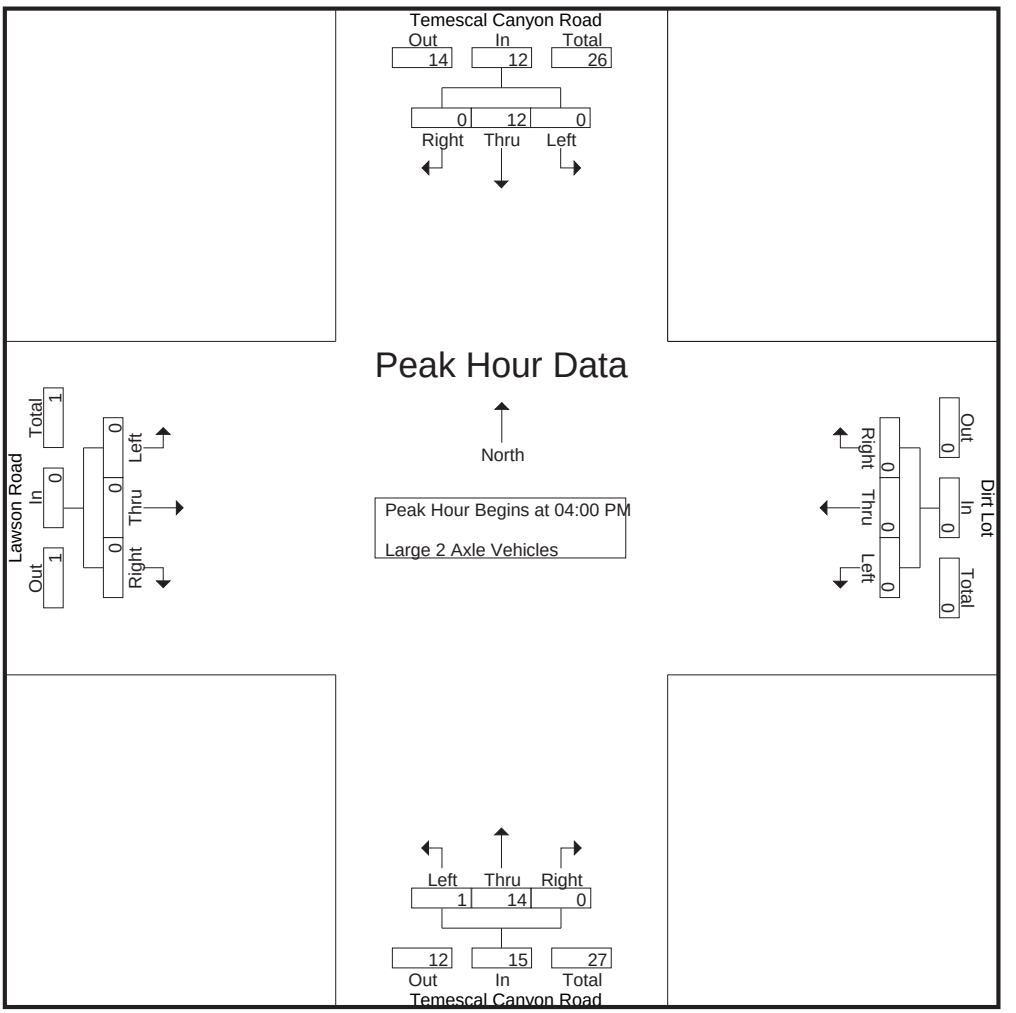

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	**5**	0	**5**	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	12	0	12	0	0	0	0	1	14	0	15	0	0	0	0
% App. Total	0	100	0		0	0	0		6.7	93.3	0		0	0	0	
PHF	.000	.600	.000	.600	.000	.000	.000	.000	.250	.583	.000	.536	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	0	8	0	8	2	0	0	2	15
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	0	2	0	2	1	0	0	1	8
Grand Total	0	10	0	10	0	0	0	0	0	10	0	10	3	0	0	3	23
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	43.5	0	43.5	0	0	0	0	0	43.5	0	43.5	13	0	0	13	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	**3**	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**7**
04:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	**2**	0	0	**2**	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	8	0	8	2	0	0	2	15
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.536

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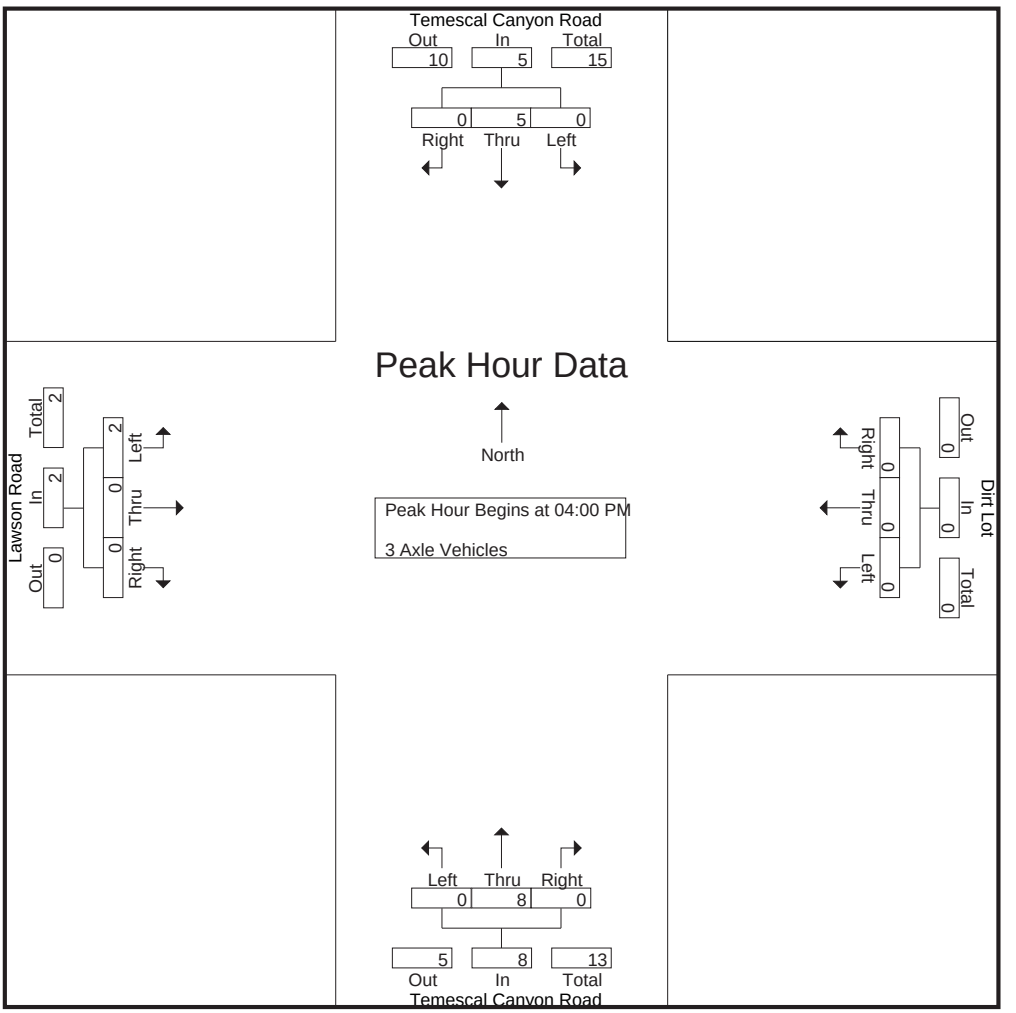

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	**4**	0	**4**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	**2**	0	0	**2**
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	8	0	8	2	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250

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Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
04:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:30 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	17	0	17	0	0	0	0	0	3	0	3	0	0	0	0	20
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	8	0	8	0	0	0	0	0	1	0	1	0	0	0	0	9
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	10	0	10	0	0	0	0	0	4	0	4	0	0	0	0	14
Grand Total	0	27	0	27	0	0	0	0	0	7	0	7	0	0	0	0	34
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	79.4	0	79.4	0	0	0	0	0	20.6	0	20.6	0	0	0	0	

	Temescal Canyon Road Southbound				Dirt Lot Westbound				Temescal Canyon Road Northbound				Lawson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**5**	0	**5**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**6**
04:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:30 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	17	0	17	0	0	0	0	0	3	0	3	0	0	0	0	20
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.850	.000	.850	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.833

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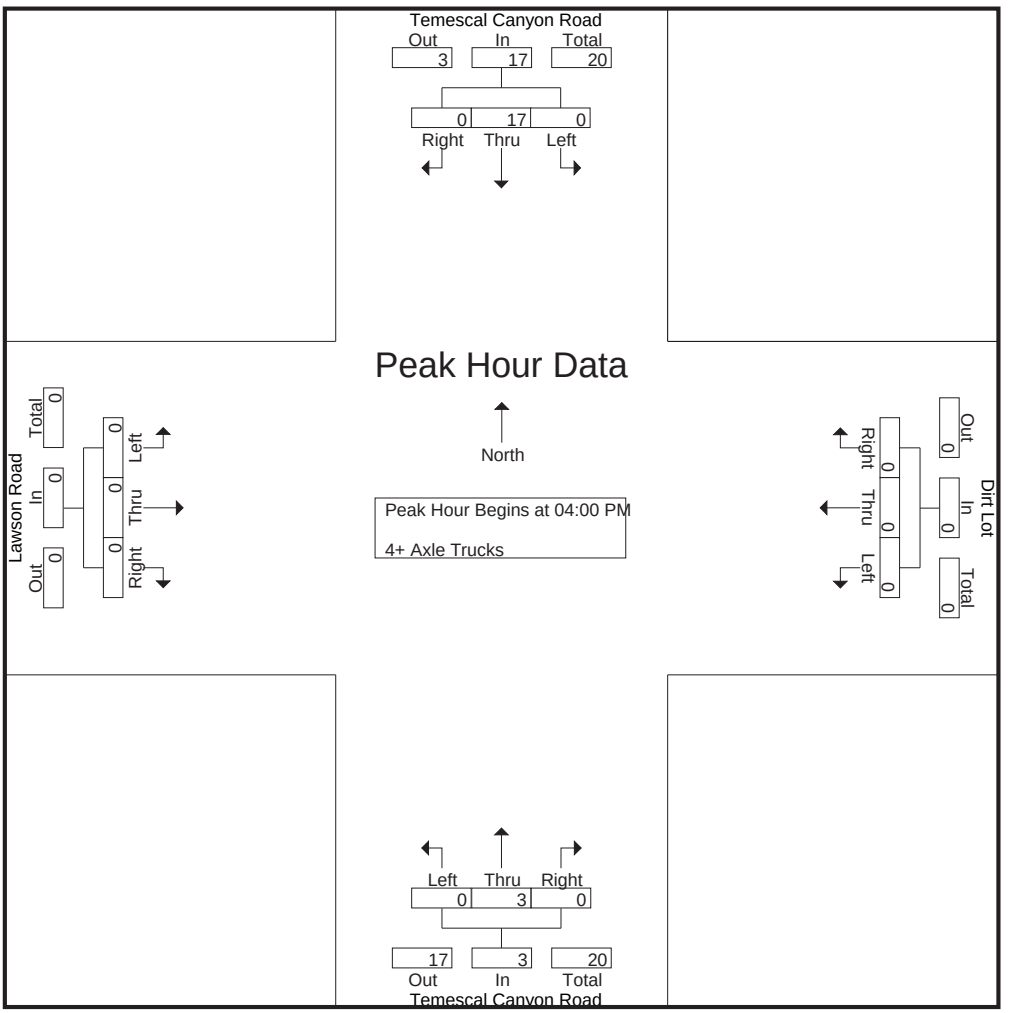

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	17	0	17	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.850	.000	.850	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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Weather: Clear

File Name : 05_CRV_Tem Cyn_Tril AM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	58	10	68	1	315	316	10	3	13	397
07:15 AM	63	5	68	3	318	321	8	3	11	400
07:30 AM	71	10	81	1	309	310	8	6	14	405
07:45 AM	92	16	108	7	306	313	9	5	14	435
Total	284	41	325	12	1248	1260	35	17	52	1637
08:00 AM	78	11	89	11	293	304	8	7	15	408
08:15 AM	77	11	88	16	297	313	15	6	21	422
08:30 AM	148	27	175	16	245	261	17	8	25	461
08:45 AM	80	29	109	13	173	186	7	4	11	306
Total	383	78	461	56	1008	1064	47	25	72	1597
Grand Total	667	119	786	68	2256	2324	82	42	124	3234
Apprch %	84.9	15.1		2.9	97.1		66.1	33.9		
Total %	20.6	3.7	24.3	2.1	69.8	71.9	2.5	1.3	3.8	
Passenger Vehicles	512	114	626	64	2131	2195	77	42	119	2940
% Passenger Vehicles	76.8	95.8	79.6	94.1	94.5	94.4	93.9	100	96	90.9
Large 2 Axle Vehicles	41	4	45	4	30	34	2	0	2	81
% Large 2 Axle Vehicles	6.1	3.4	5.7	5.9	1.3	1.5	2.4	0	1.6	2.5
3 Axle Vehicles	48	0	48	0	45	45	2	0	2	95
% 3 Axle Vehicles	7.2	0	6.1	0	2	1.9	2.4	0	1.6	2.9
4+ Axle Trucks	66	1	67	0	50	50	1	0	1	118
% 4+ Axle Trucks	9.9	0.8	8.5	0	2.2	2.2	1.2	0	0.8	3.6

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	92	16	108	7	**306**	**313**	9	5	14	435
08:00 AM	78	11	89	11	293	304	8	7	15	408
08:15 AM	77	11	88	**16**	297	313	15	6	21	422
08:30 AM	**148**	**27**	**175**	16	245	261	**17**	**8**	**25**	**461**
Total Volume	395	65	460	50	1141	1191	49	26	75	1726
% App. Total	85.9	14.1		4.2	95.8		65.3	34.7		
PHF	.667	.602	.657	.781	.932	.951	.721	.813	.750	.936

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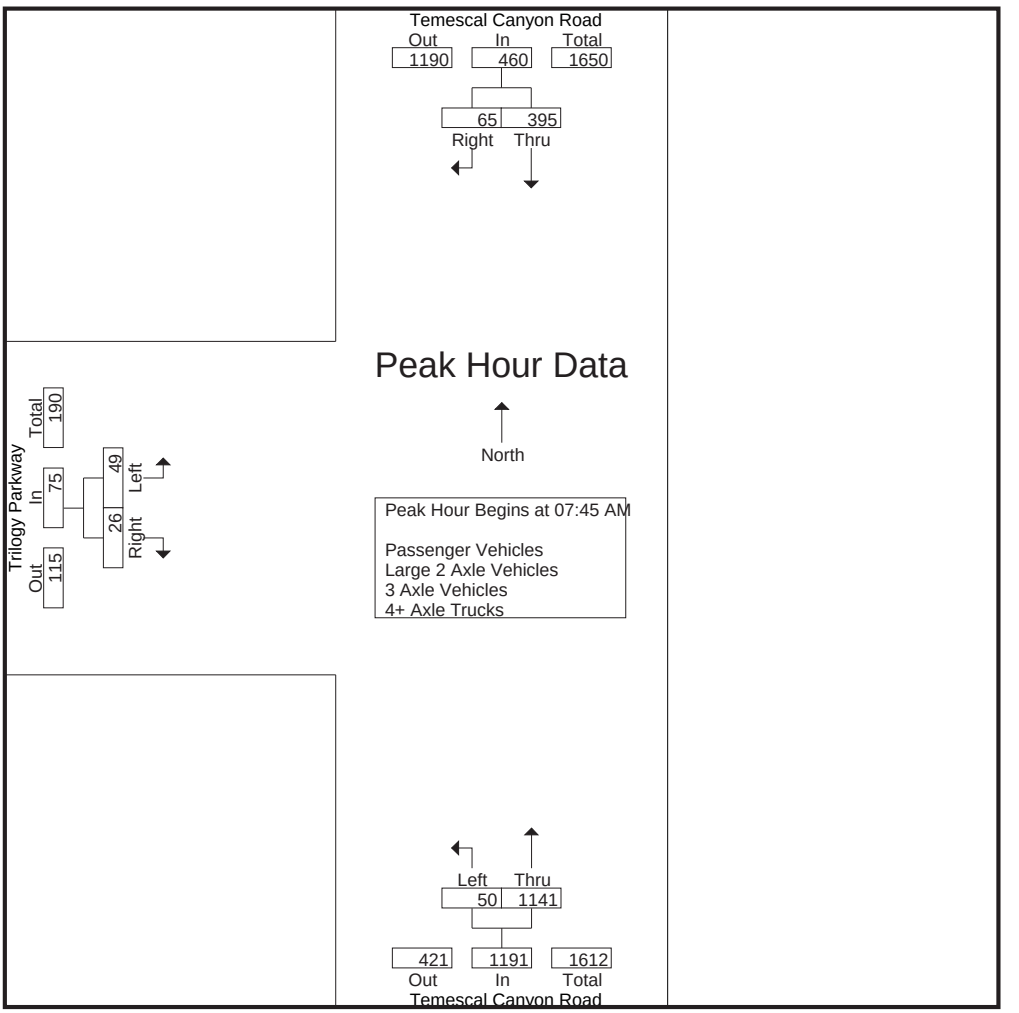

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:45 AM		
+0 mins.	78	11	89	1	315	316	9	5	14
+15 mins.	77	11	88	3	**318**	**321**	8	7	15
+30 mins.	**148**	27	**175**	1	309	310	15	6	21
+45 mins.	80	**29**	109	**7**	306	313	**17**	**8**	**25**
Total Volume	383	78	461	12	1248	1260	49	26	75
% App. Total	83.1	16.9		1	99		65.3	34.7	
PHF	.647	.672	.659	.429	.981	.981	.721	.813	.750

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County of Riverside
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File Name : 05_CRV_Tem Cyn_Tril AM
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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	41	9	50	1	298	299	10	3	13	362
07:15 AM	47	5	52	3	301	304	6	3	9	365
07:30 AM	56	9	65	1	297	298	8	6	14	377
07:45 AM	71	15	86	7	298	305	8	5	13	404
Total	215	38	253	12	1194	1206	32	17	49	1508
08:00 AM	61	10	71	9	270	279	8	7	15	365
08:15 AM	60	10	70	15	281	296	13	6	19	385
08:30 AM	112	27	139	16	225	241	17	8	25	405
08:45 AM	64	29	93	12	161	173	7	4	11	277
Total	297	76	373	52	937	989	45	25	70	1432
Grand Total	512	114	626	64	2131	2195	77	42	119	2940
Apprch %	81.8	18.2		2.9	97.1		64.7	35.3		
Total %	17.4	3.9	21.3	2.2	72.5	74.7	2.6	1.4	4	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	71	15	86	7	**298**	**305**	8	5	13	404
08:00 AM	61	10	71	9	270	279	8	7	15	365
08:15 AM	60	10	70	15	281	296	13	6	19	385
08:30 AM	**112**	**27**	**139**	**16**	225	241	**17**	**8**	**25**	**405**
Total Volume	304	62	366	47	1074	1121	46	26	72	1559
% App. Total	83.1	16.9		4.2	95.8		63.9	36.1		
PHF	.679	.574	.658	.734	.901	.919	.676	.813	.720	.962

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County of Riverside
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E/W: Trilogy Parkway
Weather: Clear

File Name : 05_CRV_Tem Cyn_Tril AM
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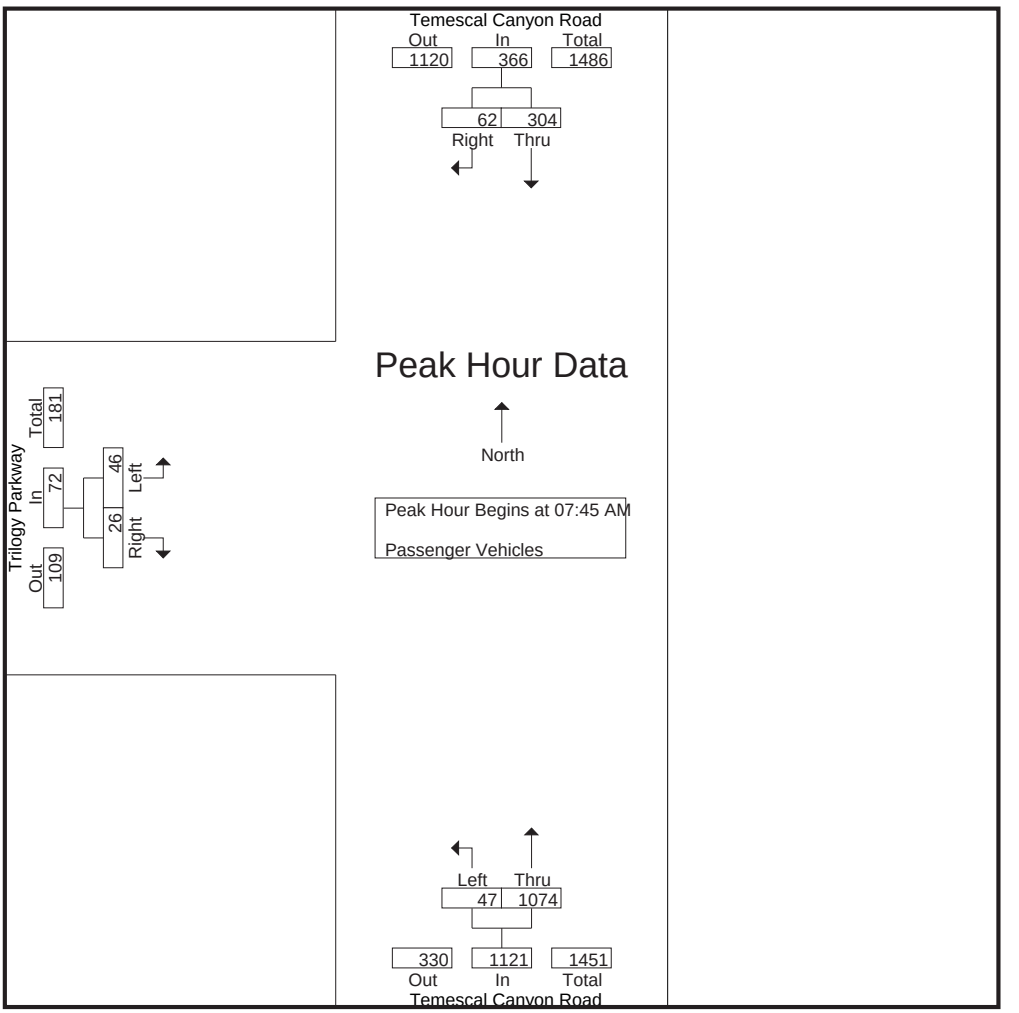

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	71	15	86	7	**298**	**305**	8	5	13
+15 mins.	61	10	71	9	270	279	8	7	15
+30 mins.	60	10	70	15	281	296	13	6	19
+45 mins.	**112**	**27**	**139**	**16**	225	241	**17**	**8**	**25**
Total Volume	304	62	366	47	1074	1121	46	26	72
% App. Total	83.1	16.9		4.2	95.8		63.9	36.1	
PHF	.679	.574	.658	.734	.901	.919	.676	.813	.720

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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	9	1	10	0	5	5	0	0	0	15
07:15 AM	9	0	9	0	5	5	2	0	2	16
07:30 AM	5	0	5	0	3	3	0	0	0	8
07:45 AM	4	1	5	0	1	1	0	0	0	6
Total	27	2	29	0	14	14	2	0	2	45
08:00 AM	5	1	6	2	5	7	0	0	0	13
08:15 AM	2	1	3	1	5	6	0	0	0	9
08:30 AM	4	0	4	0	5	5	0	0	0	9
08:45 AM	3	0	3	1	1	2	0	0	0	5
Total	14	2	16	4	16	20	0	0	0	36
Grand Total	41	4	45	4	30	34	2	0	2	81
Apprch %	91.1	8.9		11.8	88.2		100	0		
Total %	50.6	4.9	55.6	4.9	37	42	2.5	0	2.5	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	**1**	5	0	1	1	0	0	0	6
08:00 AM	**5**	1	**6**	**2**	**5**	**7**	0	0	0	**13**
08:15 AM	2	1	3	1	5	6	0	0	0	9
08:30 AM	4	0	4	0	5	5	0	0	0	9
Total Volume	15	3	18	3	16	19	0	0	0	37
% App. Total	83.3	16.7		15.8	84.2		0	0		
PHF	.750	.750	.750	.375	.800	.679	.000	.000	.000	.712

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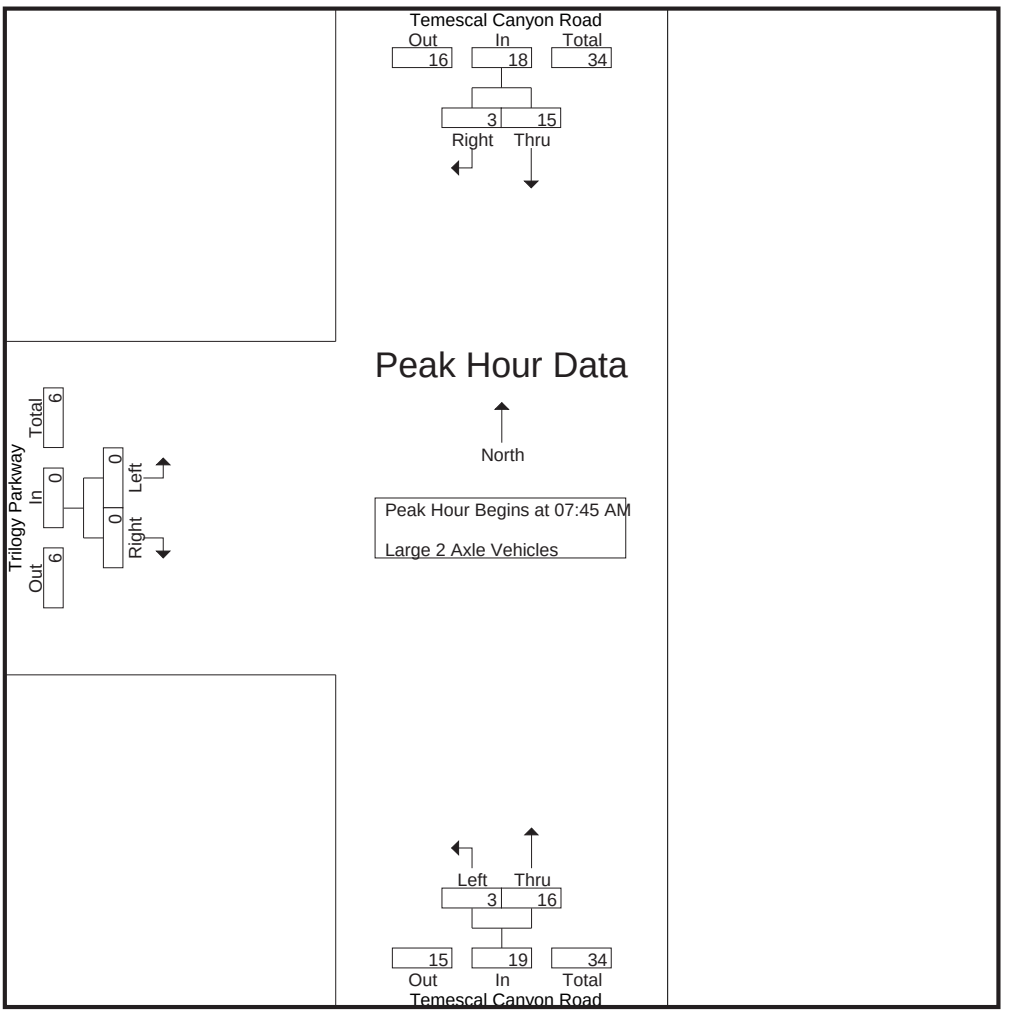

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	4	**1**	5	0	1	1	0	0	0
+15 mins.	**5**	1	**6**	**2**	**5**	**7**	0	0	0
+30 mins.	2	1	3	1	5	6	0	0	0
+45 mins.	4	0	4	0	5	5	0	0	0
Total Volume	15	3	18	3	16	19	0	0	0
% App. Total	83.3	16.7		15.8	84.2		0	0	
PHF	.750	.750	.750	.375	.800	.679	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	0	4	0	3	3	0	0	0	7
07:15 AM	3	0	3	0	6	6	0	0	0	9
07:30 AM	4	0	4	0	4	4	0	0	0	8
07:45 AM	11	0	11	0	4	4	1	0	1	16
Total	22	0	22	0	17	17	1	0	1	40
08:00 AM	3	0	3	0	9	9	0	0	0	12
08:15 AM	7	0	7	0	6	6	1	0	1	14
08:30 AM	11	0	11	0	6	6	0	0	0	17
08:45 AM	5	0	5	0	7	7	0	0	0	12
Total	26	0	26	0	28	28	1	0	1	55
Grand Total	48	0	48	0	45	45	2	0	2	95
Apprch %	100	0		0	100		100	0		
Total %	50.5	0	50.5	0	47.4	47.4	2.1	0	2.1	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**11**	0	**11**	0	4	4	**1**	0	**1**	16
08:00 AM	3	0	3	0	**9**	**9**	0	0	0	12
08:15 AM	7	0	7	0	6	6	1	0	1	14
08:30 AM	11	0	11	0	6	6	0	0	0	**17**
Total Volume	32	0	32	0	25	25	2	0	2	59
% App. Total	100	0		0	100		100	0		
PHF	.727	.000	.727	.000	.694	.694	.500	.000	.500	.868

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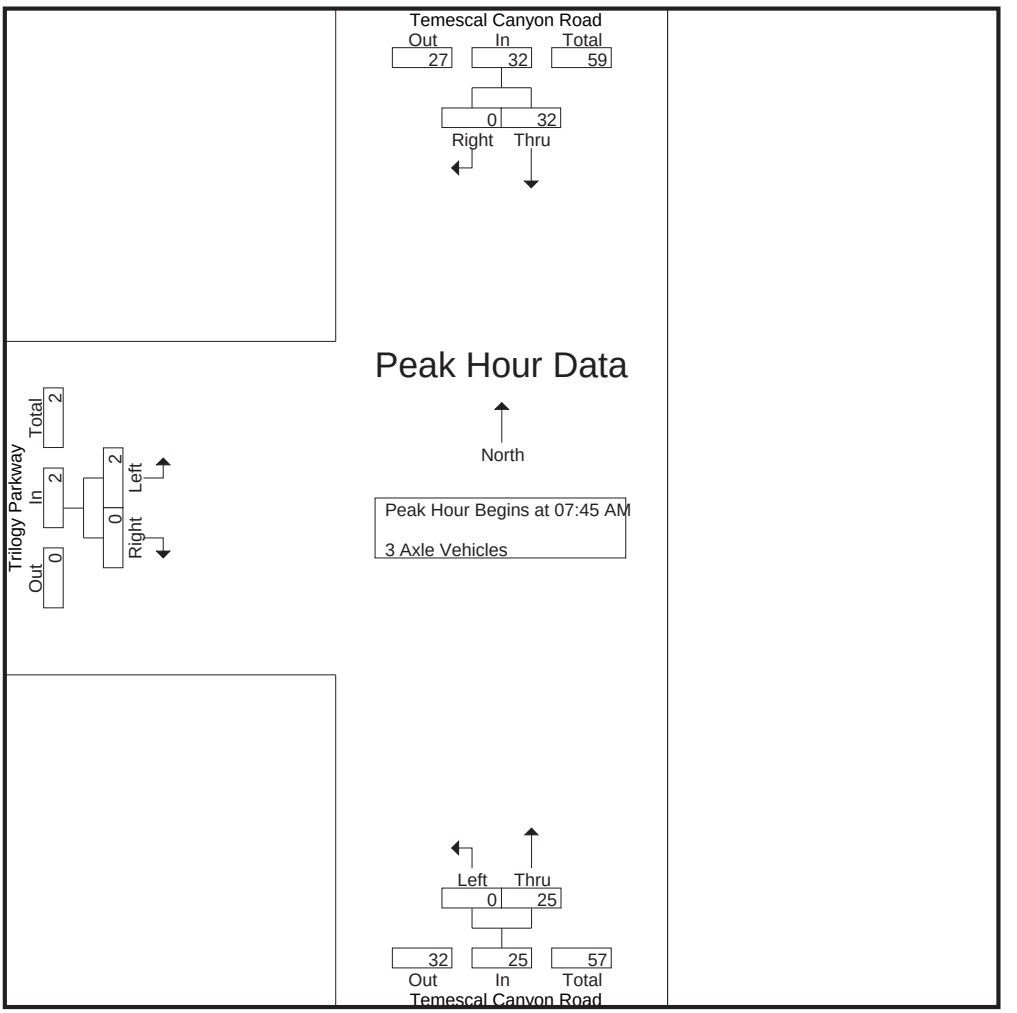

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	**11**	0	**11**	0	4	4	**1**	0	**1**
+15 mins.	3	0	3	0	**9**	**9**	0	0	0
+30 mins.	7	0	7	0	6	6	1	0	1
+45 mins.	11	0	11	0	6	6	0	0	0
Total Volume	32	0	32	0	25	25	2	0	2
% App. Total	100	0		0	100		100	0	
PHF	.727	.000	.727	.000	.694	.694	.500	.000	.500

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Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	0	4	0	9	9	0	0	0	13
07:15 AM	4	0	4	0	6	6	0	0	0	10
07:30 AM	6	1	7	0	5	5	0	0	0	12
07:45 AM	6	0	6	0	3	3	0	0	0	9
Total	20	1	21	0	23	23	0	0	0	44
08:00 AM	9	0	9	0	9	9	0	0	0	18
08:15 AM	8	0	8	0	5	5	1	0	1	14
08:30 AM	21	0	21	0	9	9	0	0	0	30
08:45 AM	8	0	8	0	4	4	0	0	0	12
Total	46	0	46	0	27	27	1	0	1	74
Grand Total	66	1	67	0	50	50	1	0	1	118
Apprch %	98.5	1.5		0	100		100	0		
Total %	55.9	0.8	56.8	0	42.4	42.4	0.8	0	0.8	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	6	0	6	0	3	3	0	0	0	9
08:00 AM	9	0	9	0	**9**	**9**	0	0	0	18
08:15 AM	8	0	8	0	5	5	**1**	0	**1**	14
08:30 AM	**21**	0	**21**	0	9	9	0	0	0	**30**
Total Volume	44	0	44	0	26	26	1	0	1	71
% App. Total	100	0		0	100		100	0		
PHF	.524	.000	.524	.000	.722	.722	.250	.000	.250	.592

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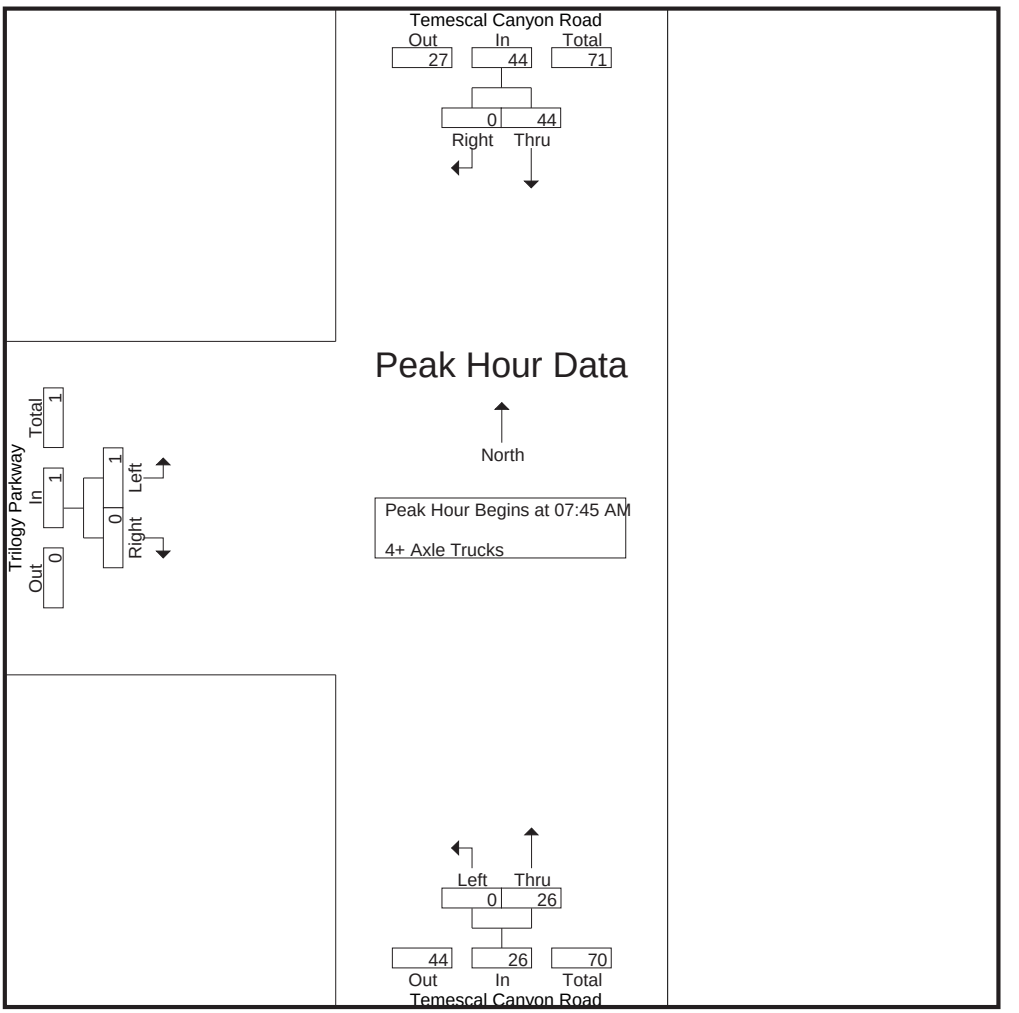

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	6	0	6	0	3	3	0	0	0
+15 mins.	9	0	9	0	**9**	**9**	0	0	0
+30 mins.	8	0	8	0	5	5	**1**	0	**1**
+45 mins.	**21**	0	**21**	0	9	9	0	0	0
Total Volume	44	0	44	0	26	26	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.524	.000	.524	.000	.722	.722	.250	.000	.250

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Weather: Clear

File Name : 05_CRV_Tem Cyn_Tril PM
Site Code : 05724184
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	168	14	182	8	92	100	19	12	31	313
04:15 PM	137	17	154	9	80	89	15	10	25	268
04:30 PM	162	10	172	5	88	93	27	15	42	307
04:45 PM	129	11	140	8	69	77	24	10	34	251
Total	596	52	648	30	329	359	85	47	132	1139
05:00 PM	125	15	140	5	66	71	24	5	29	240
05:15 PM	150	9	159	10	71	81	36	8	44	284
05:30 PM	143	14	157	5	79	84	26	12	38	279
05:45 PM	138	12	150	6	68	74	22	10	32	256
Total	556	50	606	26	284	310	108	35	143	1059
Grand Total	1152	102	1254	56	613	669	193	82	275	2198
Apprch %	91.9	8.1		8.4	91.6		70.2	29.8		
Total %	52.4	4.6	57.1	2.5	27.9	30.4	8.8	3.7	12.5	
Passenger Vehicles	1102	97	1199	54	577	631	189	81	270	2100
% Passenger Vehicles	95.7	95.1	95.6	96.4	94.1	94.3	97.9	98.8	98.2	95.5
Large 2 Axle Vehicles	13	4	17	2	21	23	3	1	4	44
% Large 2 Axle Vehicles	1.1	3.9	1.4	3.6	3.4	3.4	1.6	1.2	1.5	2
3 Axle Vehicles	9	1	10	0	8	8	1	0	1	19
% 3 Axle Vehicles	0.8	1	0.8	0	1.3	1.2	0.5	0	0.4	0.9
4+ Axle Trucks	28	0	28	0	7	7	0	0	0	35
% 4+ Axle Trucks	2.4	0	2.2	0	1.1	1	0	0	0	1.6

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**168**	14	**182**	8	**92**	**100**	19	12	31	**313**
04:15 PM	137	**17**	154	**9**	80	89	15	10	25	268
04:30 PM	162	10	172	5	88	93	**27**	**15**	**42**	307
04:45 PM	129	11	140	8	69	77	24	10	34	251
Total Volume	596	52	648	30	329	359	85	47	132	1139
% App. Total	92	8		8.4	91.6		64.4	35.6		
PHF	.887	.765	.890	.833	.894	.898	.787	.783	.786	.910

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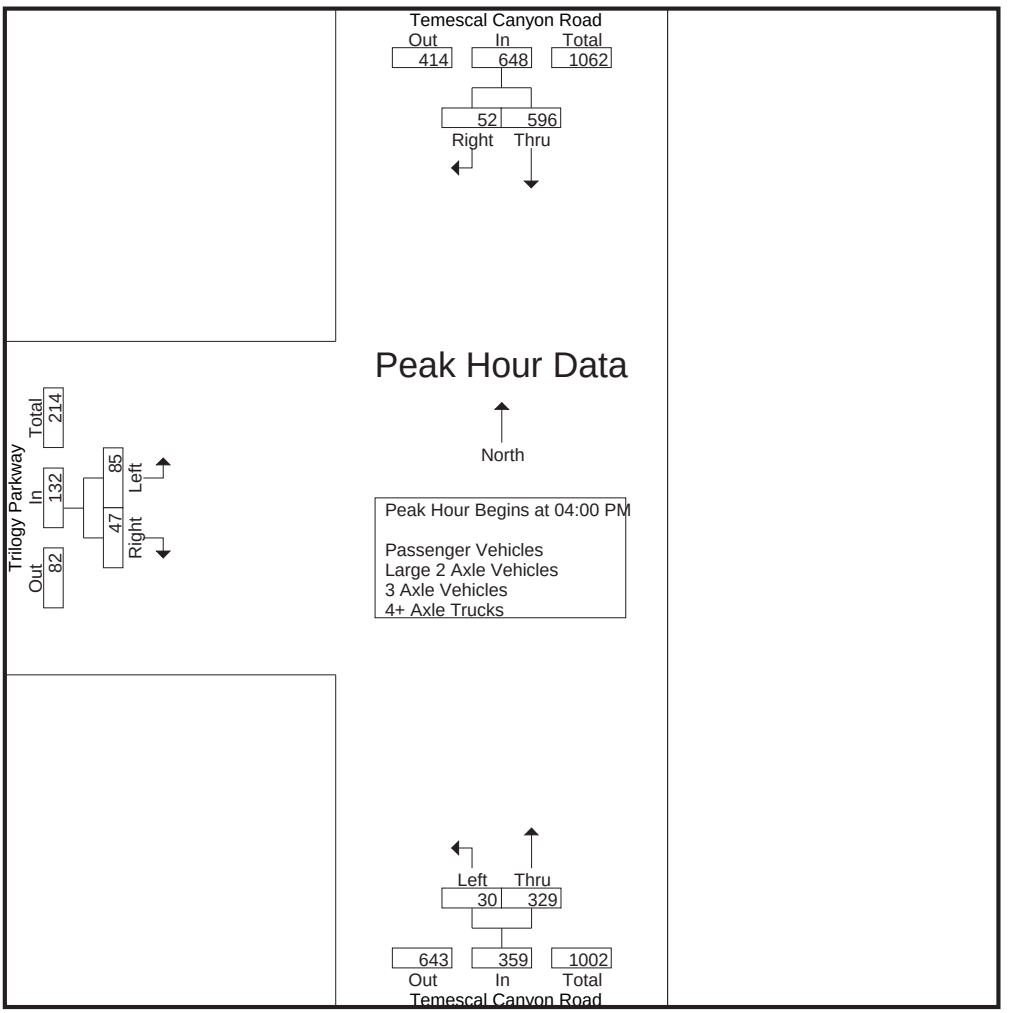

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	**168**	14	**182**	8	**92**	**100**	27	**15**	42
+15 mins.	137	**17**	154	**9**	80	89	24	10	34
+30 mins.	162	10	172	5	88	93	24	5	29
+45 mins.	129	11	140	8	69	77	**36**	8	**44**
Total Volume	596	52	648	30	329	359	111	38	149
% App. Total	92	8		8.4	91.6		74.5	25.5	
PHF	.887	.765	.890	.833	.894	.898	.771	.633	.847

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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	159	13	172	8	84	92	19	12	31	295
04:15 PM	126	17	143	8	70	78	15	9	24	245
04:30 PM	156	9	165	5	84	89	26	15	41	295
04:45 PM	125	10	135	8	67	75	24	10	34	244
Total	566	49	615	29	305	334	84	46	130	1079
05:00 PM	121	14	135	5	63	68	24	5	29	232
05:15 PM	141	9	150	9	68	77	35	8	43	270
05:30 PM	139	13	152	5	75	80	24	12	36	268
05:45 PM	135	12	147	6	66	72	22	10	32	251
Total	536	48	584	25	272	297	105	35	140	1021
Grand Total	1102	97	1199	54	577	631	189	81	270	2100
Apprch %	91.9	8.1		8.6	91.4		70	30		
Total %	52.5	4.6	57.1	2.6	27.5	30	9	3.9	12.9	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**159**	13	**172**	**8**	**84**	**92**	19	12	31	**295**
04:15 PM	126	**17**	143	8	70	78	15	9	24	245
04:30 PM	156	9	165	5	84	89	**26**	**15**	**41**	295
04:45 PM	125	10	135	8	67	75	24	10	34	244
Total Volume	566	49	615	29	305	334	84	46	130	1079
% App. Total	92	8		8.7	91.3		64.6	35.4		
PHF	.890	.721	.894	.906	.908	.908	.808	.767	.793	.914

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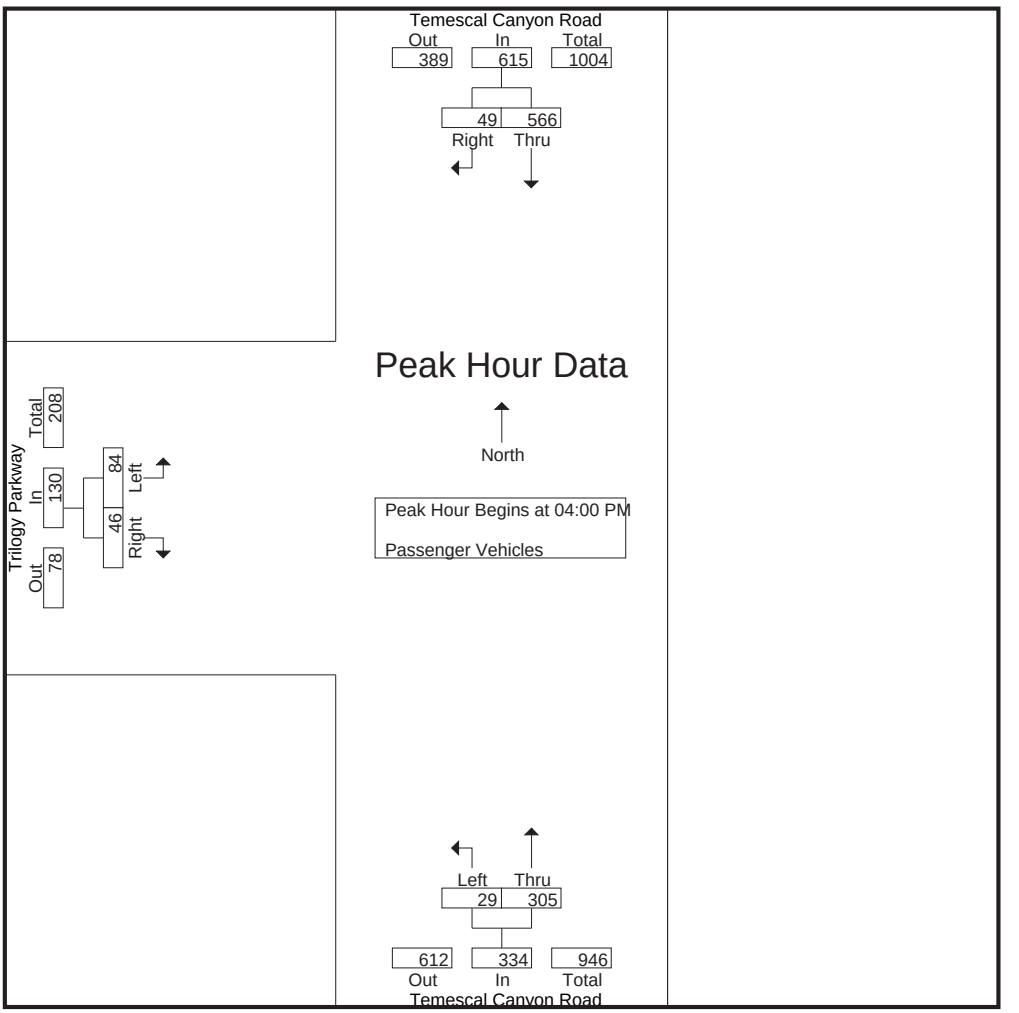

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**159**	13	**172**	**8**	**84**	**92**	19	12	31
+15 mins.	126	**17**	143	8	70	78	15	9	24
+30 mins.	156	9	165	5	84	89	**26**	**15**	**41**
+45 mins.	125	10	135	8	67	75	24	10	34
Total Volume	566	49	615	29	305	334	84	46	130
% App. Total	92	8		8.7	91.3		64.6	35.4	
PHF	.890	.721	.894	.906	.908	.908	.808	.767	.793

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Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	1	2	0	3	3	0	0	0	5
04:15 PM	6	0	6	1	6	7	0	1	1	14
04:30 PM	1	1	2	0	3	3	1	0	1	6
04:45 PM	1	0	1	0	1	1	0	0	0	2
Total	9	2	11	1	13	14	1	1	2	27
05:00 PM	1	1	2	0	2	2	0	0	0	4
05:15 PM	1	0	1	1	2	3	0	0	0	4
05:30 PM	1	1	2	0	4	4	2	0	2	8
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	4	2	6	1	8	9	2	0	2	17
Grand Total	13	4	17	2	21	23	3	1	4	44
Apprch %	76.5	23.5		8.7	91.3		75	25		
Total %	29.5	9.1	38.6	4.5	47.7	52.3	6.8	2.3	9.1	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	**1**	2	0	3	3	0	0	0	5
04:15 PM	**6**	0	**6**	**1**	**6**	**7**	0	**1**	**1**	**14**
04:30 PM	1	1	2	0	3	3	**1**	0	1	6
04:45 PM	1	0	1	0	1	1	0	0	0	2
Total Volume	9	2	11	1	13	14	1	1	2	27
% App. Total	81.8	18.2		7.1	92.9		50	50		
PHF	.375	.500	.458	.250	.542	.500	.250	.250	.500	.482

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County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
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File Name : 05_CRV_Tem Cyn_Tril PM
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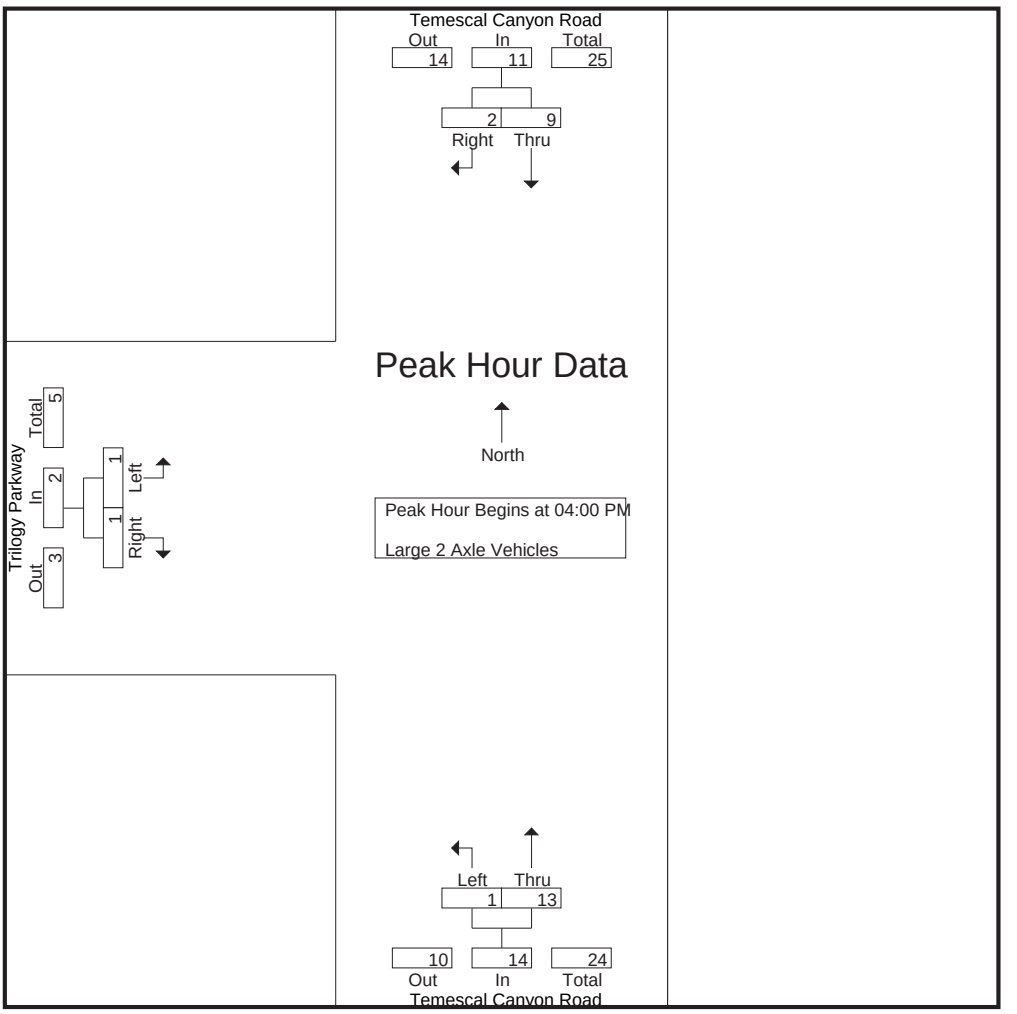

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	**1**	2	0	3	3	0	0	0
+15 mins.	**6**	0	**6**	**1**	**6**	**7**	0	**1**	**1**
+30 mins.	1	1	2	0	3	3	**1**	0	1
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	9	2	11	1	13	14	1	1	2
% App. Total	81.8	18.2		7.1	92.9		50	50	
PHF	.375	.500	.458	.250	.542	.500	.250	.250	.500

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Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	4	4	0	0	0	7
04:15 PM	1	0	1	0	3	3	0	0	0	4
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	4	1	5	0	8	8	0	0	0	13
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	1	0	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	2	0	2	0	0	0	0	0	0	2
Total	5	0	5	0	0	0	1	0	1	6
Grand Total	9	1	10	0	8	8	1	0	1	19
Apprch %	90	10		0	100		100	0		
Total %	47.4	5.3	52.6	0	42.1	42.1	5.3	0	5.3	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	0	**3**	0	**4**	**4**	0	0	0	**7**
04:15 PM	1	0	1	0	3	3	0	0	0	4
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	**1**	1	0	0	0	0	0	0	1
Total Volume	4	1	5	0	8	8	0	0	0	13
% App. Total	80	20		0	100		0	0		
PHF	.333	.250	.417	.000	.500	.500	.000	.000	.000	.464

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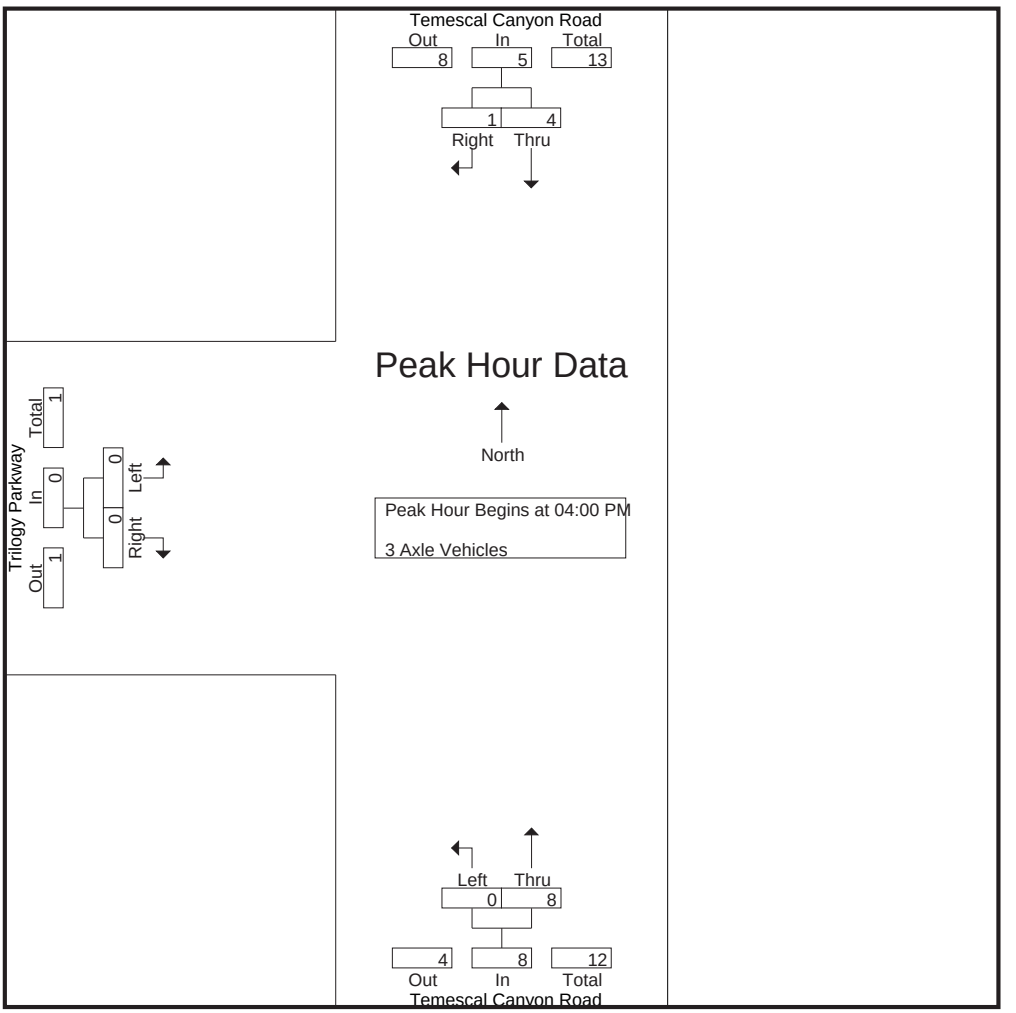

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	0	**3**	0	**4**	**4**	0	0	0
+15 mins.	1	0	1	0	3	3	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	**1**	1	0	0	0	0	0	0
Total Volume	4	1	5	0	8	8	0	0	0
% App. Total	80	20		0	100		0	0	
PHF	.333	.250	.417	.000	.500	.500	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	5	0	5	0	1	1	0	0	0	6
04:15 PM	4	0	4	0	1	1	0	0	0	5
04:30 PM	5	0	5	0	0	0	0	0	0	5
04:45 PM	3	0	3	0	1	1	0	0	0	4
Total	17	0	17	0	3	3	0	0	0	20
05:00 PM	1	0	1	0	1	1	0	0	0	2
05:15 PM	7	0	7	0	1	1	0	0	0	8
05:30 PM	3	0	3	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	2	2	0	0	0	2
Total	11	0	11	0	4	4	0	0	0	15
Grand Total	28	0	28	0	7	7	0	0	0	35
Apprch %	100	0		0	100		0	0		
Total %	80	0	80	0	20	20	0	0	0	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**5**	0	**5**	0	**1**	**1**	0	0	0	**6**
04:15 PM	4	0	4	0	1	1	0	0	0	5
04:30 PM	5	0	5	0	0	0	0	0	0	5
04:45 PM	3	0	3	0	1	1	0	0	0	4
Total Volume	17	0	17	0	3	3	0	0	0	20
% App. Total	100	0		0	100		0	0		
PHF	.850	.000	.850	.000	.750	.750	.000	.000	.000	.833

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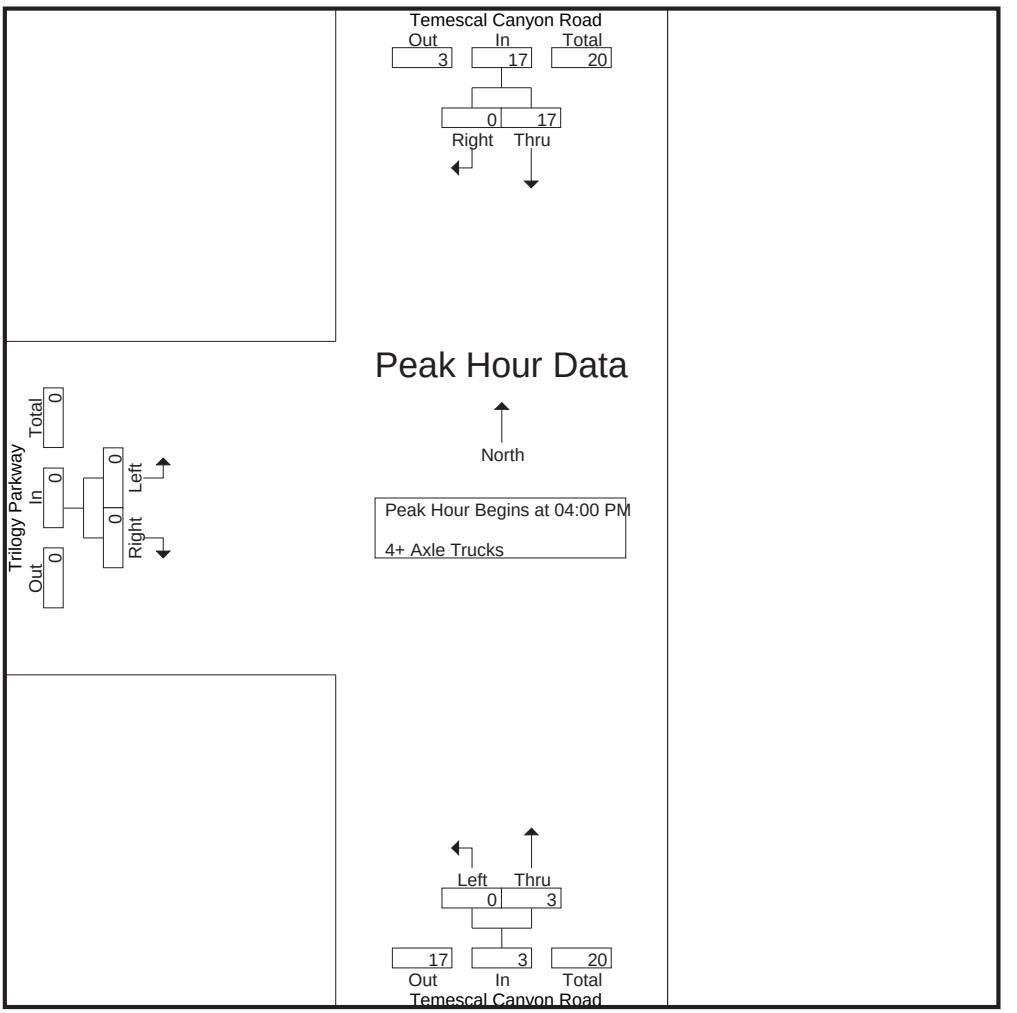

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**5**	0	**5**	0	**1**	**1**	0	0	0
+15 mins.	4	0	4	0	1	1	0	0	0
+30 mins.	5	0	5	0	0	0	0	0	0
+45 mins.	3	0	3	0	1	1	0	0	0
Total Volume	17	0	17	0	3	3	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.850	.000	.850	.000	.750	.750	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	16	17	4	280	1	285	14	0	6	20	3	43	15	61	383
07:15 AM	8	0	16	24	2	292	10	304	9	0	9	18	6	54	11	71	417
07:30 AM	5	0	14	19	14	281	5	300	8	1	7	16	2	56	17	75	410
07:45 AM	13	0	17	30	3	285	4	292	8	0	6	14	4	87	21	112	448
Total	27	0	63	90	23	1138	20	1181	39	1	28	68	15	240	64	319	1658
08:00 AM	6	0	17	23	6	284	6	296	20	0	5	25	5	78	18	101	445
08:15 AM	2	0	14	16	7	302	9	318	12	0	8	20	1	61	14	76	430
08:30 AM	3	0	17	20	6	203	1	210	18	0	2	20	8	91	34	133	383
08:45 AM	5	0	9	14	4	162	1	167	13	0	10	23	2	78	17	97	301
Total	16	0	57	73	23	951	17	991	63	0	25	88	16	308	83	407	1559
Grand Total	43	0	120	163	46	2089	37	2172	102	1	53	156	31	548	147	726	3217
Apprch %	26.4	0	73.6		2.1	96.2	1.7		65.4	0.6	34		4.3	75.5	20.2		
Total %	1.3	0	3.7	5.1	1.4	64.9	1.2	67.5	3.2	0	1.6	4.8	1	17	4.6	22.6	
Passenger Vehicles	41	0	110	151	14	2033	27	2074	10	1	8	19	27	494	30	551	2795
% Passenger Vehicles	95.3	0	91.7	92.6	30.4	97.3	73	95.5	9.8	100	15.1	12.2	87.1	90.1	20.4	75.9	86.9
Large 2 Axle Vehicles	2	0	10	12	2	38	10	50	5	0	2	7	4	28	9	41	110
% Large 2 Axle Vehicles	4.7	0	8.3	7.4	4.3	1.8	27	2.3	4.9	0	3.8	4.5	12.9	5.1	6.1	5.6	3.4
3 Axle Vehicles	0	0	0	0	9	15	0	24	40	0	18	58	0	22	47	69	151
% 3 Axle Vehicles	0	0	0	0	19.6	0.7	0	1.1	39.2	0	34	37.2	0	4	32	9.5	4.7
4+ Axle Trucks	0	0	0	0	21	3	0	24	47	0	25	72	0	4	61	65	161
% 4+ Axle Trucks	0	0	0	0	45.7	0.1	0	1.1	46.1	0	47.2	46.2	0	0.7	41.5	9	5

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	14	19	**14**	281	5	300	8	**1**	7	16	2	56	17	75	410
07:45 AM	**13**	0	**17**	**30**	3	285	4	292	8	0	6	14	4	**87**	**21**	**112**	**448**
08:00 AM	6	0	17	23	6	284	6	296	**20**	0	5	**25**	**5**	78	18	101	445
08:15 AM	2	0	14	16	7	**302**	**9**	**318**	12	0	**8**	20	1	61	14	76	430
Total Volume	26	0	62	88	30	1152	24	1206	48	1	26	75	12	282	70	364	1733
% App. Total	29.5	0	70.5		2.5	95.5	2		64	1.3	34.7		3.3	77.5	19.2		
PHF	.500	.000	.912	.733	.536	.954	.667	.948	.600	.250	.813	.750	.600	.810	.833	.813	.967

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File Name : 06_CRV_Mai_Tem Cyn AM
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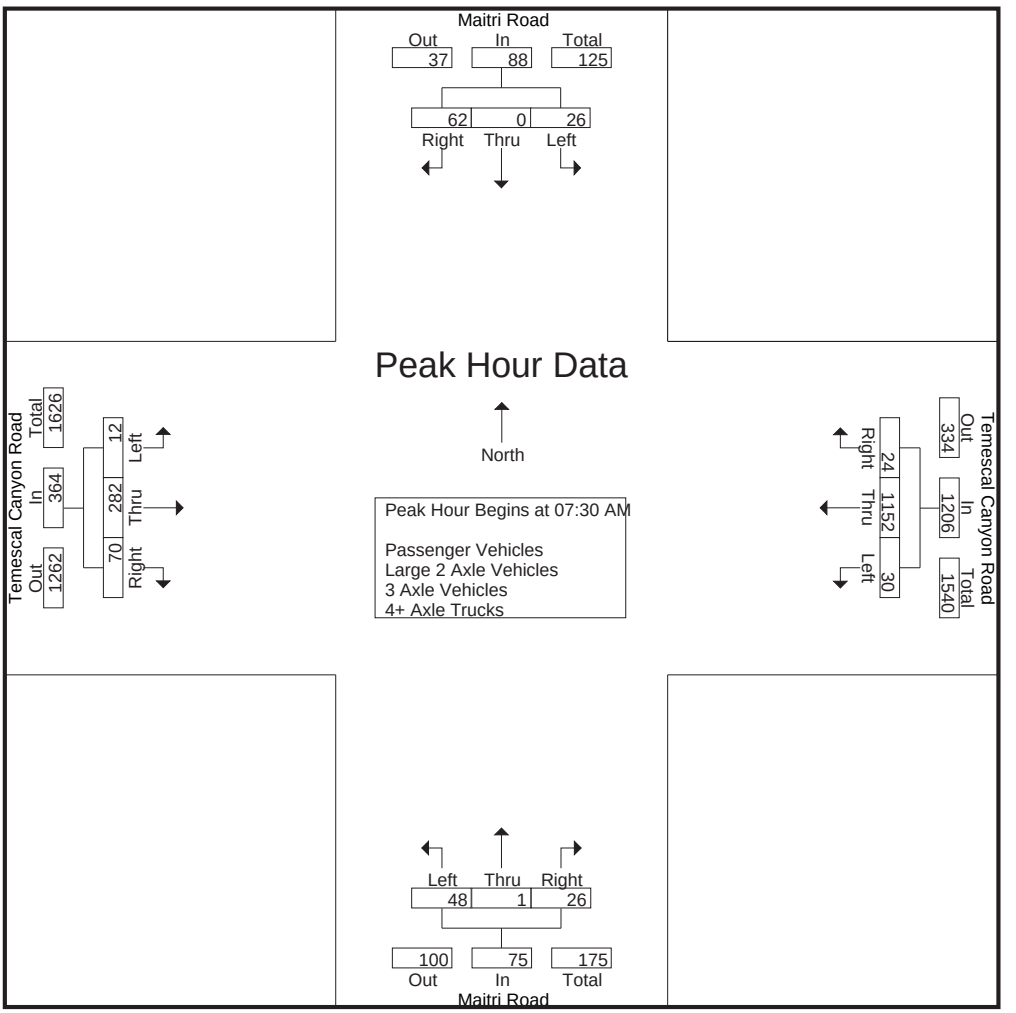

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	8	0	16	24	**14**	281	5	300	**20**	0	5	**25**	4	87	21	112
+15 mins.	5	0	14	19	3	285	4	292	12	0	8	20	5	78	18	101
+30 mins.	**13**	0	**17**	**30**	6	284	6	296	18	0	2	20	1	61	14	76
+45 mins.	6	0	17	23	7	**302**	**9**	**318**	13	0	**10**	23	**8**	**91**	**34**	**133**
Total Volume	32	0	64	96	30	1152	24	1206	63	0	25	88	18	317	87	422
% App. Total	33.3	0	66.7		2.5	95.5	2		71.6	0	28.4		4.3	75.1	20.6	
PHF	.615	.000	.941	.800	.536	.954	.667	.948	.788	.000	.625	.880	.563	.871	.640	.793

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Groups Printed- Passenger Vehicles

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	16	17	1	276	0	277	1	0	1	2	3	36	5	44	340
07:15 AM	8	0	12	20	2	285	7	294	0	0	2	2	5	42	5	52	368
07:30 AM	5	0	13	18	5	274	2	281	0	1	1	2	1	51	7	59	360
07:45 AM	12	0	16	28	0	281	3	284	2	0	0	2	3	85	2	90	404
Total	26	0	57	83	8	1116	12	1136	3	1	4	8	12	214	19	245	1472
08:00 AM	5	0	15	20	2	272	6	280	1	0	0	1	4	75	4	83	384
08:15 AM	2	0	13	15	2	289	7	298	2	0	2	4	1	53	3	57	374
08:30 AM	3	0	16	19	0	196	1	197	4	0	0	4	8	80	2	90	310
08:45 AM	5	0	9	14	2	160	1	163	0	0	2	2	2	72	2	76	255
Total	15	0	53	68	6	917	15	938	7	0	4	11	15	280	11	306	1323
Grand Total	41	0	110	151	14	2033	27	2074	10	1	8	19	27	494	30	551	2795
Apprch %	27.2	0	72.8		0.7	98	1.3		52.6	5.3	42.1		4.9	89.7	5.4		
Total %	1.5	0	3.9	5.4	0.5	72.7	1	74.2	0.4	0	0.3	0.7	1	17.7	1.1	19.7	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	13	18	**5**	274	2	281	0	**1**	1	2	1	51	**7**	59	360
07:45 AM	**12**	0	**16**	**28**	0	281	3	284	**2**	0	0	2	3	**85**	2	**90**	**404**
08:00 AM	5	0	15	20	2	272	6	280	1	0	0	1	**4**	75	4	83	384
08:15 AM	2	0	13	15	2	**289**	**7**	**298**	2	0	**2**	**4**	1	53	3	57	374
Total Volume	24	0	57	81	9	1116	18	1143	5	1	3	9	9	264	16	289	1522
% App. Total	29.6	0	70.4		0.8	97.6	1.6		55.6	11.1	33.3		3.1	91.3	5.5		
PHF	.500	.000	.891	.723	.450	.965	.643	.959	.625	.250	.375	.563	.563	.776	.571	.803	.942

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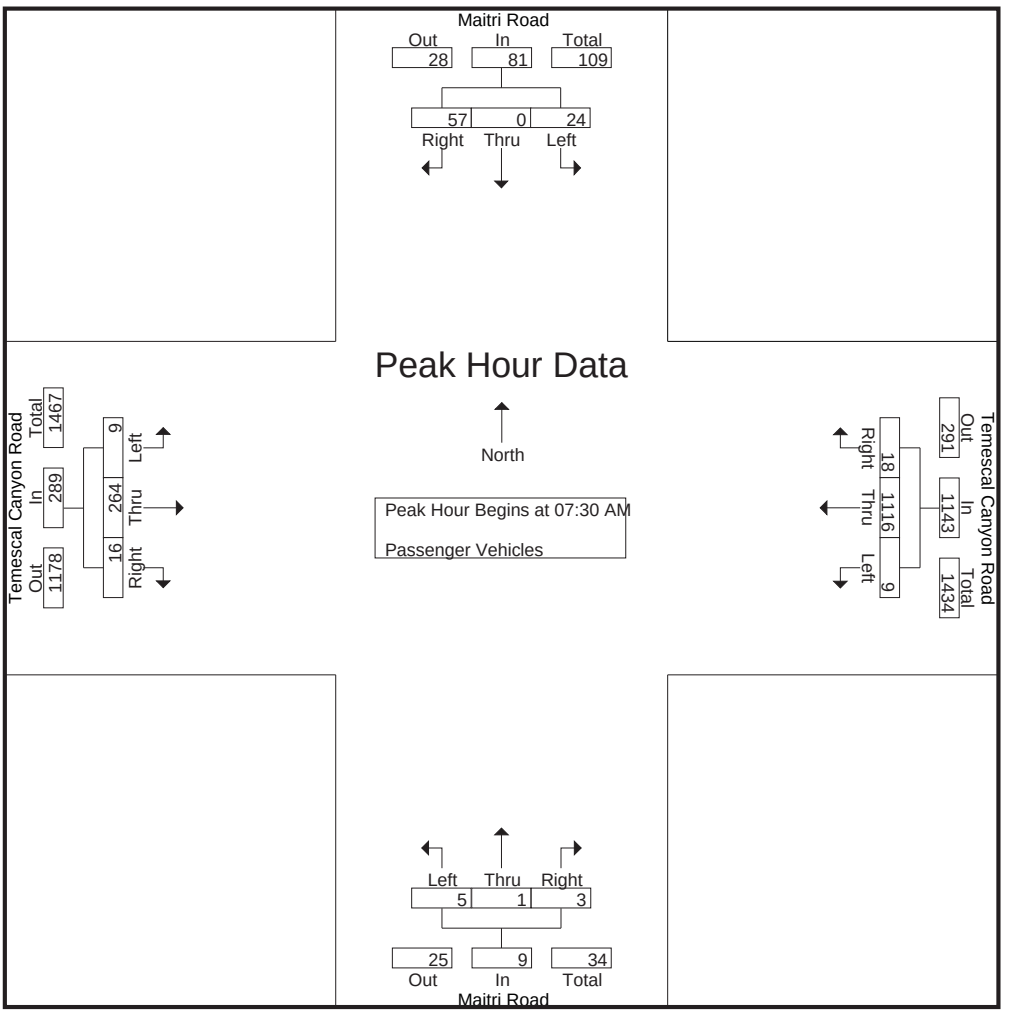

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	0	13	18	**5**	274	2	281	0	**1**	1	2	1	51	**7**	59
+15 mins.	**12**	0	**16**	**28**	0	281	3	284	**2**	0	0	2	3	**85**	2	**90**
+30 mins.	5	0	15	20	2	272	6	280	1	0	0	1	**4**	75	4	83
+45 mins.	2	0	13	15	2	**289**	**7**	**298**	2	0	**2**	**4**	1	53	3	57
Total Volume	24	0	57	81	9	1116	18	1143	5	1	3	9	9	264	16	289
% App. Total	29.6	0	70.4		0.8	97.6	1.6		55.6	11.1	33.3		3.1	91.3	5.5	
PHF	.500	.000	.891	.723	.450	.965	.643	.959	.625	.250	.375	.563	.563	.776	.571	.803

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Groups Printed- Large 2 Axle Vehicles

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	6	1	7	12
07:15 AM	0	0	4	4	0	6	3	9	0	0	0	0	1	7	0	8	21
07:30 AM	0	0	1	1	2	6	3	11	1	0	1	2	1	3	2	6	20
07:45 AM	1	0	1	2	0	1	1	2	0	0	0	0	1	2	2	5	9
Total	1	0	6	7	2	17	8	27	1	0	1	2	3	18	5	26	62
08:00 AM	1	0	2	3	0	9	0	9	1	0	0	1	1	3	2	6	19
08:15 AM	0	0	1	1	0	7	2	9	1	0	1	2	0	1	0	1	13
08:30 AM	0	0	1	1	0	4	0	4	1	0	0	1	0	4	1	5	11
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3	5
Total	1	0	4	5	0	21	2	23	4	0	1	5	1	10	4	15	48
Grand Total	2	0	10	12	2	38	10	50	5	0	2	7	4	28	9	41	110
Apprch %	16.7	0	83.3		4	76	20		71.4	0	28.6		9.8	68.3	22		
Total %	1.8	0	9.1	10.9	1.8	34.5	9.1	45.5	4.5	0	1.8	6.4	3.6	25.5	8.2	37.3	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	**2**	6	**3**	**11**	**1**	0	**1**	**2**	**1**	**3**	**2**	**6**	**20**
07:45 AM	**1**	0	1	2	0	1	1	2	0	0	0	0	1	2	2	5	9
08:00 AM	1	0	**2**	**3**	0	**9**	0	9	1	0	0	1	1	3	2	6	19
08:15 AM	0	0	1	1	0	7	2	9	1	0	1	2	0	1	0	1	13
Total Volume	2	0	5	7	2	23	6	31	3	0	2	5	3	9	6	18	61
% App. Total	28.6	0	71.4		6.5	74.2	19.4		60	0	40		16.7	50	33.3		
PHF	.500	.000	.625	.583	.250	.639	.500	.705	.750	.000	.500	.625	.750	.750	.750	.750	.763

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E/W: Temescal Canyon Road
Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
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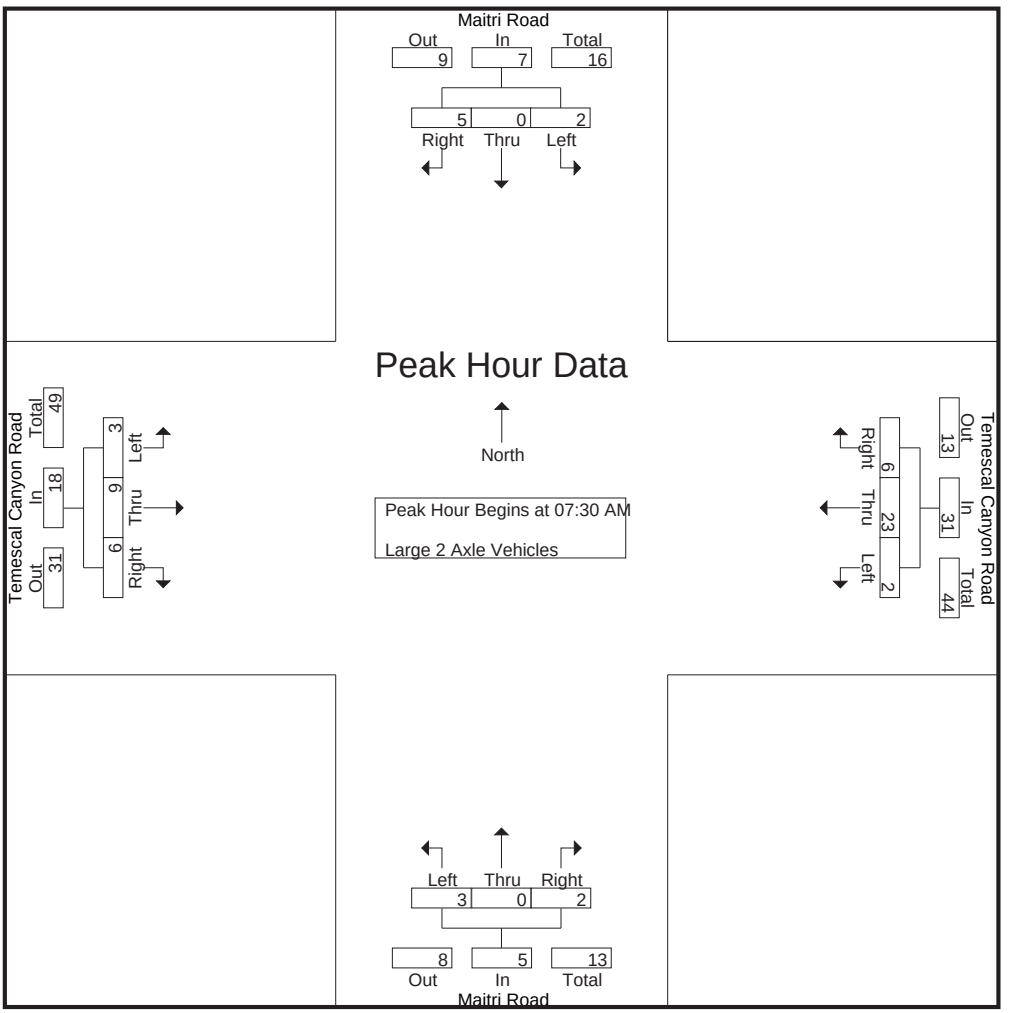

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	**2**	6	**3**	**11**	**1**	0	**1**	**2**	**1**	**3**	**2**	**6**
+15 mins.	**1**	0	1	2	0	1	1	2	0	0	0	0	1	2	2	5
+30 mins.	1	0	**2**	**3**	0	**9**	0	9	1	0	0	1	1	3	2	6
+45 mins.	0	0	1	1	0	7	2	9	1	0	1	2	0	1	0	1
Total Volume	2	0	5	7	2	23	6	31	3	0	2	5	3	9	6	18
% App. Total	28.6	0	71.4		6.5	74.2	19.4		60	0	40		16.7	50	33.3	
PHF	.500	.000	.625	.583	.250	.639	.500	.705	.750	.000	.500	.625	.750	.750	.750	.750

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Groups Printed- 3 Axle Vehicles

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	4	0	3	7	0	1	5	6	14
07:15 AM	0	0	0	0	0	1	0	1	5	0	3	8	0	5	3	8	17
07:30 AM	0	0	0	0	1	0	0	1	3	0	3	6	0	2	3	5	12
07:45 AM	0	0	0	0	2	2	0	4	3	0	3	6	0	0	12	12	22
Total	0	0	0	0	4	3	0	7	15	0	12	27	0	8	23	31	65
08:00 AM	0	0	0	0	0	3	0	3	9	0	2	11	0	0	4	4	18
08:15 AM	0	0	0	0	1	6	0	7	5	0	1	6	0	6	4	10	23
08:30 AM	0	0	0	0	3	2	0	5	5	0	1	6	0	4	11	15	26
08:45 AM	0	0	0	0	1	1	0	2	6	0	2	8	0	4	5	9	19
Total	0	0	0	0	5	12	0	17	25	0	6	31	0	14	24	38	86
Grand Total	0	0	0	0	9	15	0	24	40	0	18	58	0	22	47	69	151
Apprch %	0	0	0		37.5	62.5	0		69	0	31		0	31.9	68.1		
Total %	0	0	0	0	6	9.9	0	15.9	26.5	0	11.9	38.4	0	14.6	31.1	45.7	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	0	0	1	3	0	**3**	6	0	2	3	5	12
07:45 AM	0	0	0	0	**2**	2	0	4	3	0	3	6	0	0	**12**	**12**	22
08:00 AM	0	0	0	0	0	3	0	3	**9**	0	2	**11**	0	0	4	4	18
08:15 AM	0	0	0	0	1	**6**	0	**7**	5	0	1	6	0	**6**	4	10	**23**
Total Volume	0	0	0	0	4	11	0	15	20	0	9	29	0	8	23	31	75
% App. Total	0	0	0		26.7	73.3	0		69	0	31		0	25.8	74.2		
PHF	.000	.000	.000	.000	.500	.458	.000	.536	.556	.000	.750	.659	.000	.333	.479	.646	.815

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File Name : 06_CRV_Mai_Tem Cyn AM
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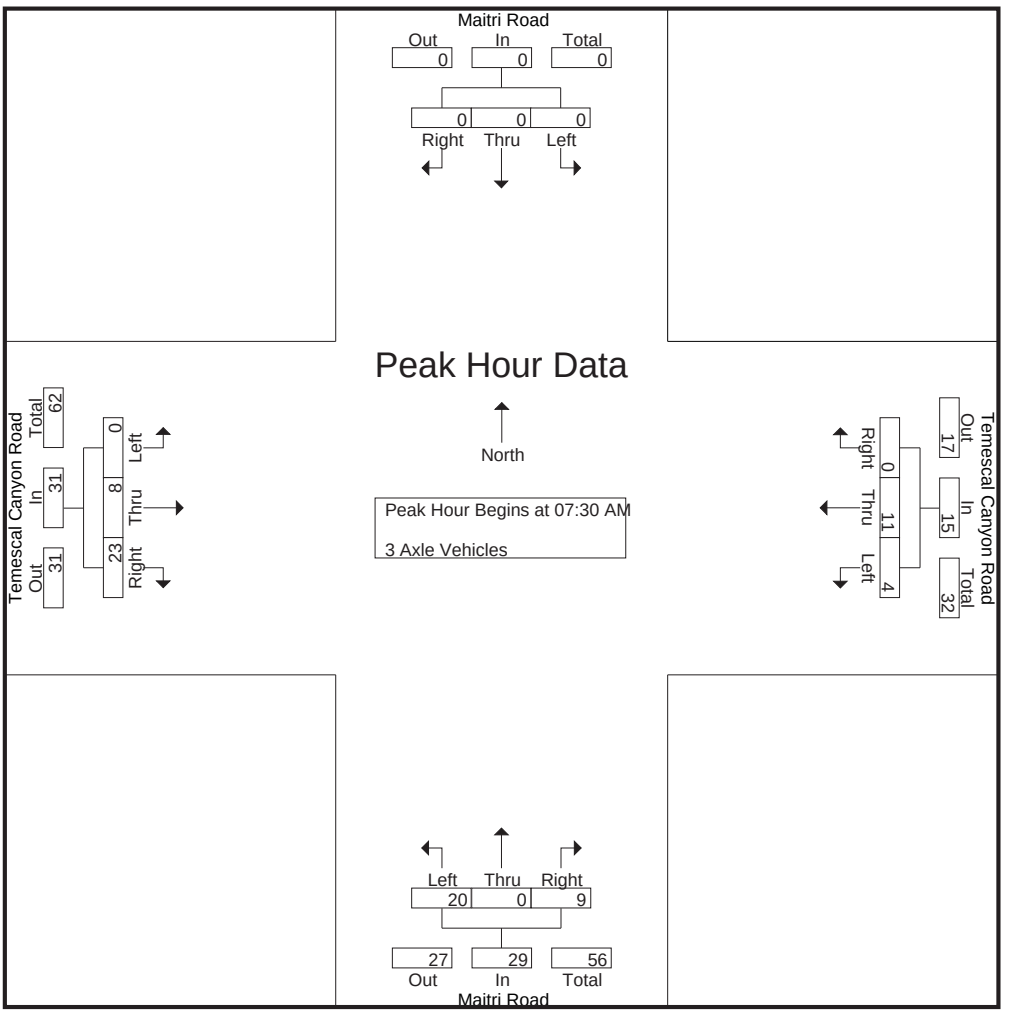

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	0	0	1	3	0	**3**	6	0	2	3	5
+15 mins.	0	0	0	0	**2**	2	0	4	3	0	3	6	0	0	**12**	**12**
+30 mins.	0	0	0	0	0	3	0	3	**9**	0	2	**11**	0	0	4	4
+45 mins.	0	0	0	0	1	**6**	0	**7**	5	0	1	6	0	**6**	4	10
Total Volume	0	0	0	0	4	11	0	15	20	0	9	29	0	8	23	31
% App. Total	0	0	0		26.7	73.3	0		69	0	31		0	25.8	74.2	
PHF	.000	.000	.000	.000	.500	.458	.000	.536	.556	.000	.750	.659	.000	.333	.479	.646

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Groups Printed- 4+ Axle Trucks

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	9	0	2	11	0	0	4	4	17
07:15 AM	0	0	0	0	0	0	0	0	4	0	4	8	0	0	3	3	11
07:30 AM	0	0	0	0	6	1	0	7	4	0	2	6	0	0	5	5	18
07:45 AM	0	0	0	0	1	1	0	2	3	0	3	6	0	0	5	5	13
Total	0	0	0	0	9	2	0	11	20	0	11	31	0	0	17	17	59
08:00 AM	0	0	0	0	4	0	0	4	9	0	3	12	0	0	8	8	24
08:15 AM	0	0	0	0	4	0	0	4	4	0	4	8	0	1	7	8	20
08:30 AM	0	0	0	0	3	1	0	4	8	0	1	9	0	3	20	23	36
08:45 AM	0	0	0	0	1	0	0	1	6	0	6	12	0	0	9	9	22
Total	0	0	0	0	12	1	0	13	27	0	14	41	0	4	44	48	102
Grand Total	0	0	0	0	21	3	0	24	47	0	25	72	0	4	61	65	161
Apprch %	0	0	0		87.5	12.5	0		65.3	0	34.7		0	6.2	93.8		
Total %	0	0	0	0	13	1.9	0	14.9	29.2	0	15.5	44.7	0	2.5	37.9	40.4	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**6**	**1**	0	**7**	4	0	2	6	0	0	5	5	18
07:45 AM	0	0	0	0	1	1	0	2	3	0	3	6	0	0	5	5	13
08:00 AM	0	0	0	0	4	0	0	4	**9**	0	3	**12**	0	0	**8**	**8**	**24**
08:15 AM	0	0	0	0	4	0	0	4	4	0	**4**	8	0	**1**	7	8	20
Total Volume	0	0	0	0	15	2	0	17	20	0	12	32	0	1	25	26	75
% App. Total	0	0	0		88.2	11.8	0		62.5	0	37.5		0	3.8	96.2		
PHF	.000	.000	.000	.000	.625	.500	.000	.607	.556	.000	.750	.667	.000	.250	.781	.813	.781

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File Name : 06_CRV_Mai_Tem Cyn AM
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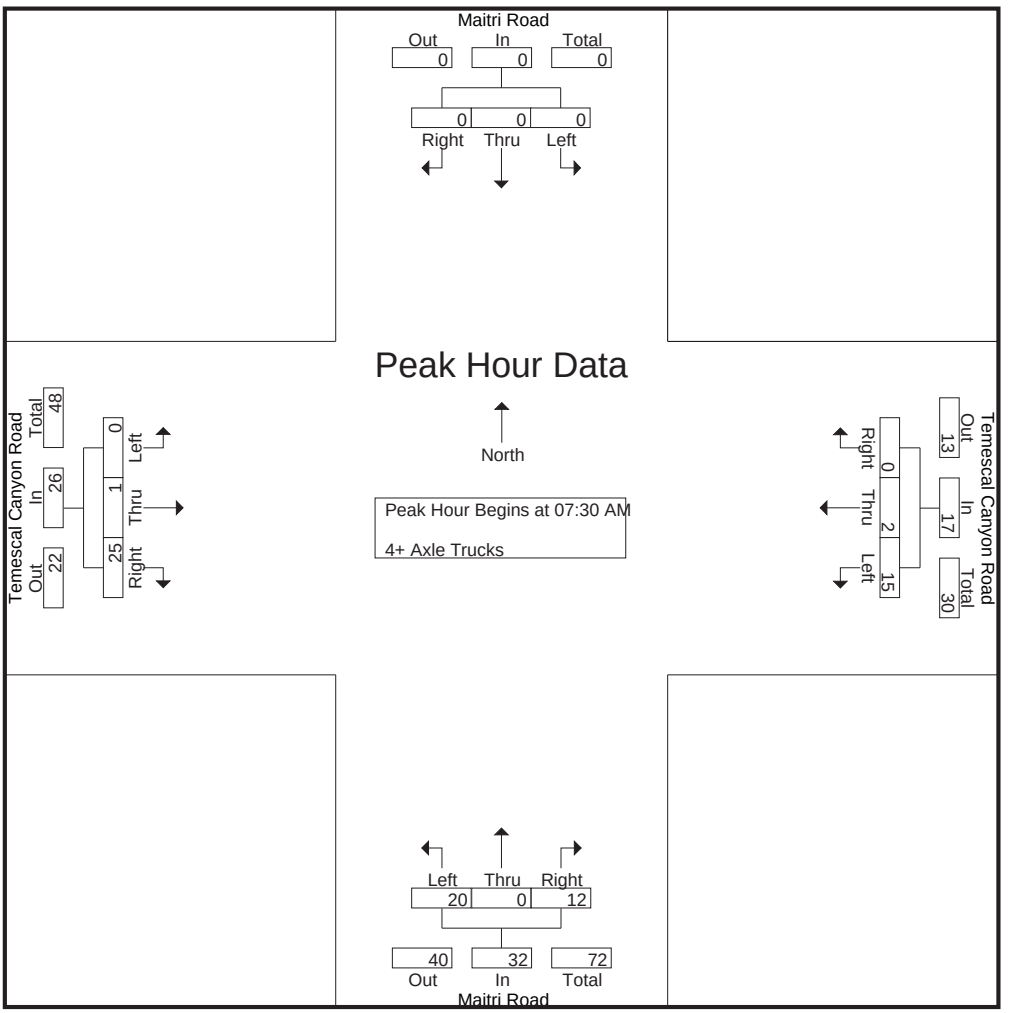

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**6**	**1**	0	**7**	4	0	2	6	0	0	5	5
+15 mins.	0	0	0	0	1	1	0	2	3	0	3	6	0	0	5	5
+30 mins.	0	0	0	0	4	0	0	4	**9**	0	3	**12**	0	0	**8**	**8**
+45 mins.	0	0	0	0	4	0	0	4	4	0	**4**	8	0	**1**	7	8
Total Volume	0	0	0	0	15	2	0	17	20	0	12	32	0	1	25	26
% App. Total	0	0	0		88.2	11.8	0		62.5	0	37.5		0	3.8	96.2	
PHF	.000	.000	.000	.000	.625	.500	.000	.607	.556	.000	.750	.667	.000	.250	.781	.813

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File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	0	8	12	2	58	3	63	24	0	11	35	17	137	8	162	272
04:15 PM	2	0	6	8	1	67	4	72	11	0	9	20	5	135	4	144	244
04:30 PM	4	0	6	10	2	67	5	74	14	0	3	17	15	138	6	159	260
04:45 PM	3	0	5	8	1	60	5	66	7	0	3	10	9	129	5	143	227
Total	13	0	25	38	6	252	17	275	56	0	26	82	46	539	23	608	1003
05:00 PM	2	0	2	4	0	52	10	62	3	0	5	8	10	115	4	129	203
05:15 PM	7	0	6	13	2	55	5	62	6	0	3	9	10	127	7	144	228
05:30 PM	3	0	7	10	1	48	4	53	5	0	4	9	11	139	4	154	226
05:45 PM	1	0	10	11	4	54	5	63	7	0	2	9	12	114	5	131	214
Total	13	0	25	38	7	209	24	240	21	0	14	35	43	495	20	558	871
Grand Total	26	0	50	76	13	461	41	515	77	0	40	117	89	1034	43	1166	1874
Apprch %	34.2	0	65.8		2.5	89.5	8		65.8	0	34.2		7.6	88.7	3.7		
Total %	1.4	0	2.7	4.1	0.7	24.6	2.2	27.5	4.1	0	2.1	6.2	4.7	55.2	2.3	62.2	
Passenger Vehicles	23	0	49	72	8	432	39	479	57	0	34	91	86	1022	8	1116	1758
% Passenger Vehicles	88.5	0	98	94.7	61.5	93.7	95.1	93	74	0	85	77.8	96.6	98.8	18.6	95.7	93.8
Large 2 Axle Vehicles	3	0	1	4	1	21	2	24	5	0	0	5	3	10	2	15	48
% Large 2 Axle Vehicles	11.5	0	2	5.3	7.7	4.6	4.9	4.7	6.5	0	0	4.3	3.4	1	4.7	1.3	2.6
3 Axle Vehicles	0	0	0	0	1	5	0	6	8	0	2	10	0	1	7	8	24
% 3 Axle Vehicles	0	0	0	0	7.7	1.1	0	1.2	10.4	0	5	8.5	0	0.1	16.3	0.7	1.3
4+ Axle Trucks	0	0	0	0	3	3	0	6	7	0	4	11	0	1	26	27	44
% 4+ Axle Trucks	0	0	0	0	23.1	0.7	0	1.2	9.1	0	10	9.4	0	0.1	60.5	2.3	2.3

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**4**	0	**8**	**12**	**2**	58	3	63	**24**	0	**11**	**35**	**17**	137	**8**	**162**	**272**
04:15 PM	2	0	6	8	1	**67**	4	72	11	0	9	20	5	135	4	144	244
04:30 PM	4	0	6	10	2	67	**5**	**74**	14	0	3	17	15	**138**	6	159	260
04:45 PM	3	0	5	8	1	60	5	66	7	0	3	10	9	129	5	143	227
Total Volume	13	0	25	38	6	252	17	275	56	0	26	82	46	539	23	608	1003
% App. Total	34.2	0	65.8		2.2	91.6	6.2		68.3	0	31.7		7.6	88.7	3.8		
PHF	.813	.000	.781	.792	.750	.940	.850	.929	.583	.000	.591	.586	.676	.976	.719	.938	.922

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File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
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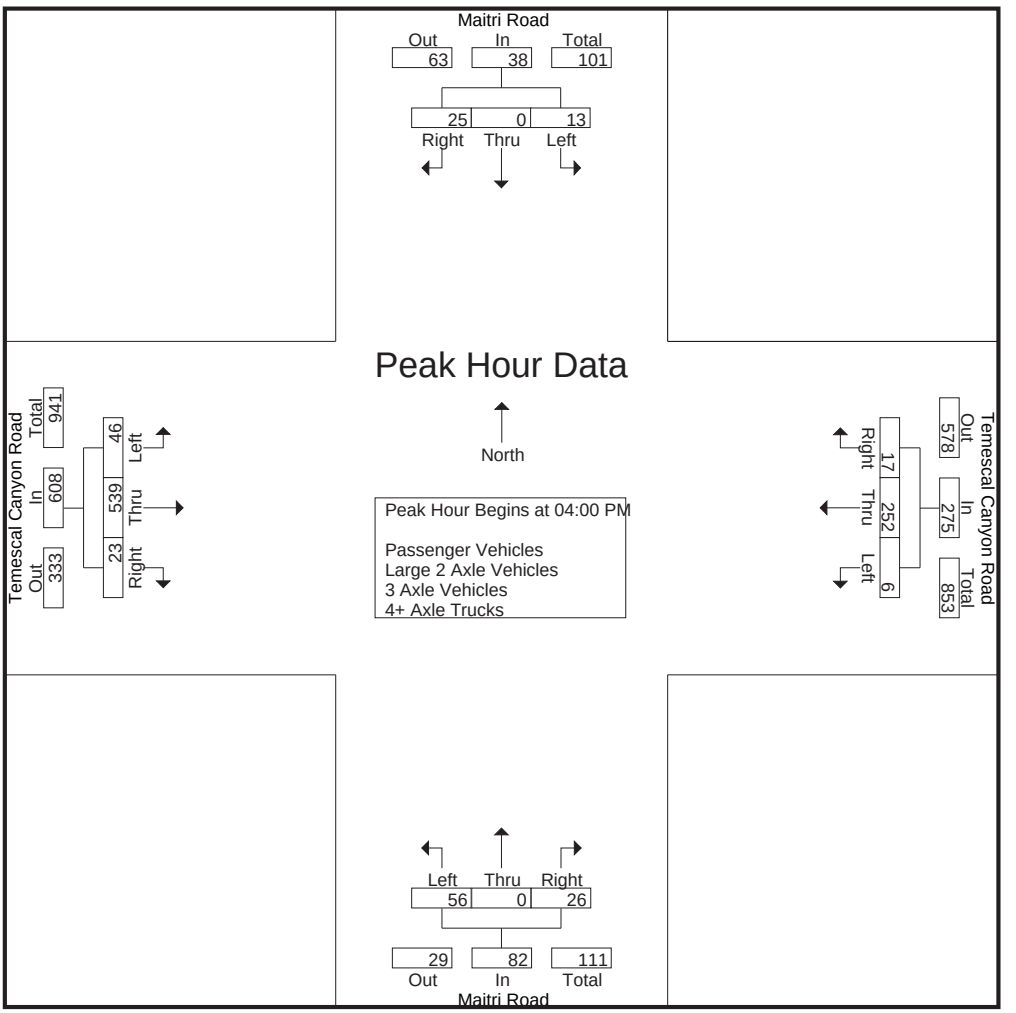

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**4**	0	**8**	**12**	**2**	58	3	63	**24**	0	**11**	**35**	**17**	137	**8**	**162**
+15 mins.	2	0	6	8	1	**67**	4	72	11	0	9	20	5	135	4	144
+30 mins.	4	0	6	10	2	67	**5**	**74**	14	0	3	17	15	**138**	6	159
+45 mins.	3	0	5	8	1	60	5	66	7	0	3	10	9	129	5	143
Total Volume	13	0	25	38	6	252	17	275	56	0	26	82	46	539	23	608
% App. Total	34.2	0	65.8		2.2	91.6	6.2		68.3	0	31.7		7.6	88.7	3.8	
PHF	.813	.000	.781	.792	.750	.940	.850	.929	.583	.000	.591	.586	.676	.976	.719	.938

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Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
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Groups Printed- Passenger Vehicles

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	8	11	2	54	3	59	17	0	10	27	16	136	0	152	249
04:15 PM	1	0	6	7	1	61	4	66	7	0	8	15	4	130	1	135	223
04:30 PM	3	0	5	8	1	62	3	66	13	0	2	15	14	136	2	152	241
04:45 PM	3	0	5	8	0	58	5	63	5	0	2	7	9	128	0	137	215
Total	10	0	24	34	4	235	15	254	42	0	22	64	43	530	3	576	928
05:00 PM	2	0	2	4	0	48	10	58	2	0	4	6	10	113	1	124	192
05:15 PM	7	0	6	13	0	51	5	56	6	0	3	9	10	126	0	136	214
05:30 PM	3	0	7	10	1	44	4	49	5	0	3	8	11	139	1	151	218
05:45 PM	1	0	10	11	3	54	5	62	2	0	2	4	12	114	3	129	206
Total	13	0	25	38	4	197	24	225	15	0	12	27	43	492	5	540	830
Grand Total	23	0	49	72	8	432	39	479	57	0	34	91	86	1022	8	1116	1758
Apprch %	31.9	0	68.1		1.7	90.2	8.1		62.6	0	37.4		7.7	91.6	0.7		
Total %	1.3	0	2.8	4.1	0.5	24.6	2.2	27.2	3.2	0	1.9	5.2	4.9	58.1	0.5	63.5	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	0	**8**	**11**	**2**	54	3	59	**17**	0	**10**	**27**	**16**	**136**	0	**152**	**249**
04:15 PM	1	0	6	7	1	61	4	**66**	7	0	8	15	4	130	1	135	223
04:30 PM	3	0	5	8	1	**62**	3	66	13	0	2	15	14	136	**2**	152	241
04:45 PM	3	0	5	8	0	58	**5**	63	5	0	2	7	9	128	0	137	215
Total Volume	10	0	24	34	4	235	15	254	42	0	22	64	43	530	3	576	928
% App. Total	29.4	0	70.6		1.6	92.5	5.9		65.6	0	34.4		7.5	92	0.5		
PHF	.833	.000	.750	.773	.500	.948	.750	.962	.618	.000	.550	.593	.672	.974	.375	.947	.932

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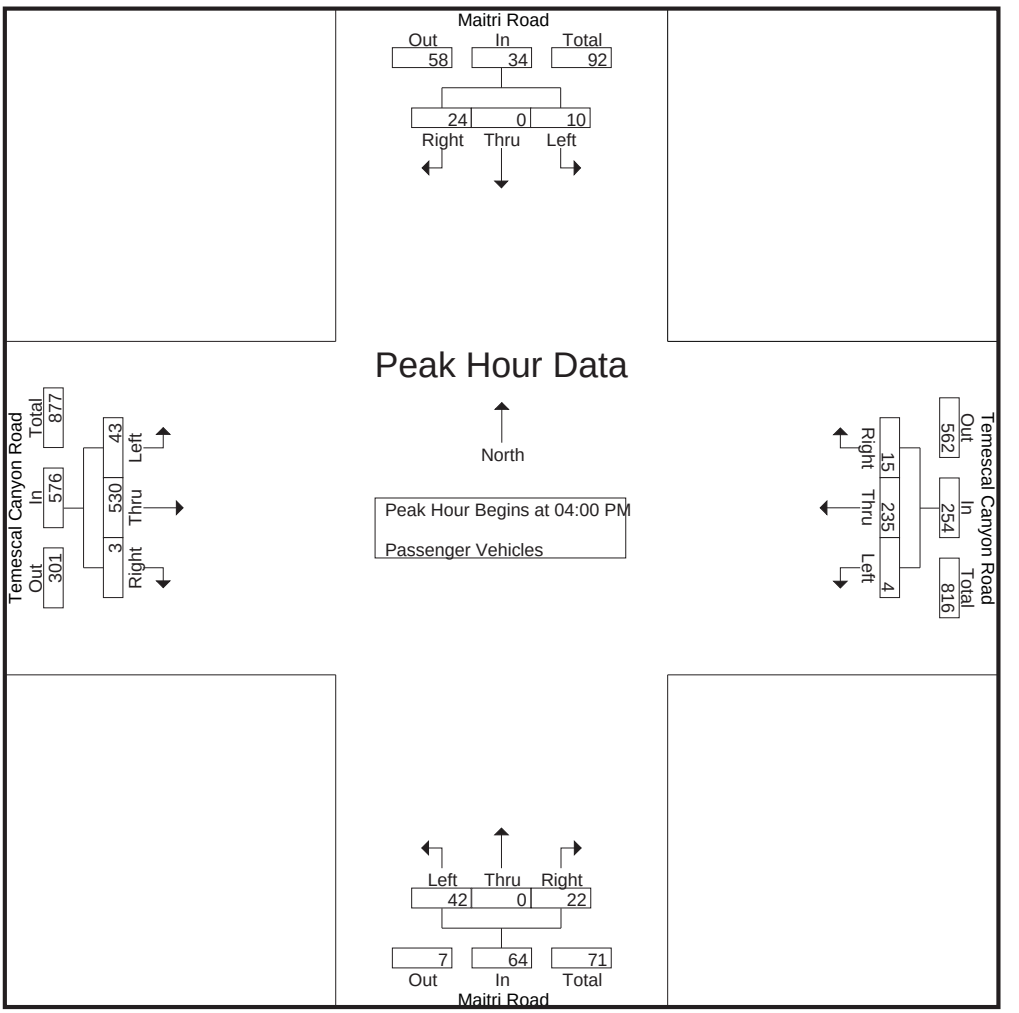
County of Riverside
N/S: Maitri Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**3**	0	**8**	**11**	**2**	54	3	59	**17**	0	**10**	**27**	**16**	**136**	0	**152**
+15 mins.	1	0	6	7	1	61	4	**66**	7	0	8	15	4	130	1	135
+30 mins.	3	0	5	8	1	**62**	3	66	13	0	2	15	14	136	**2**	152
+45 mins.	3	0	5	8	0	58	**5**	63	5	0	2	7	9	128	0	137
Total Volume	10	0	24	34	4	235	15	254	42	0	22	64	43	530	3	576
% App. Total	29.4	0	70.6		1.6	92.5	5.9		65.6	0	34.4		7.5	92	0.5	
PHF	.833	.000	.750	.773	.500	.948	.750	.962	.618	.000	.550	.593	.672	.974	.375	.947

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County of Riverside
N/S: Maitri Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- Large 2 Axle Vehicles

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	4	0	4	2	0	0	2	1	0	0	1	8
04:15 PM	1	0	0	1	0	5	0	5	2	0	0	2	1	5	0	6	14
04:30 PM	1	0	1	2	1	2	2	5	0	0	0	0	1	1	0	2	9
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
Total	3	0	1	4	1	12	2	15	5	0	0	5	3	7	0	10	34
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	3	2	5	14
Grand Total	3	0	1	4	1	21	2	24	5	0	0	5	3	10	2	15	48
Apprch %	75	0	25		4.2	87.5	8.3		100	0	0		20	66.7	13.3		
Total %	6.2	0	2.1	8.3	2.1	43.8	4.2	50	10.4	0	0	10.4	6.2	20.8	4.2	31.2	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	1	0	4	0	4	**2**	0	0	**2**	**1**	0	0	1	8
04:15 PM	1	0	0	1	0	**5**	0	**5**	2	0	0	2	1	**5**	0	**6**	**14**
04:30 PM	1	0	**1**	**2**	**1**	2	**2**	5	0	0	0	0	1	1	0	2	9
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
Total Volume	3	0	1	4	1	12	2	15	5	0	0	5	3	7	0	10	34
% App. Total	75	0	25		6.7	80	13.3		100	0	0		30	70	0		
PHF	.750	.000	.250	.500	.250	.600	.250	.750	.625	.000	.000	.625	.750	.350	.000	.417	.607

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County of Riverside
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E/W: Temescal Canyon Road
Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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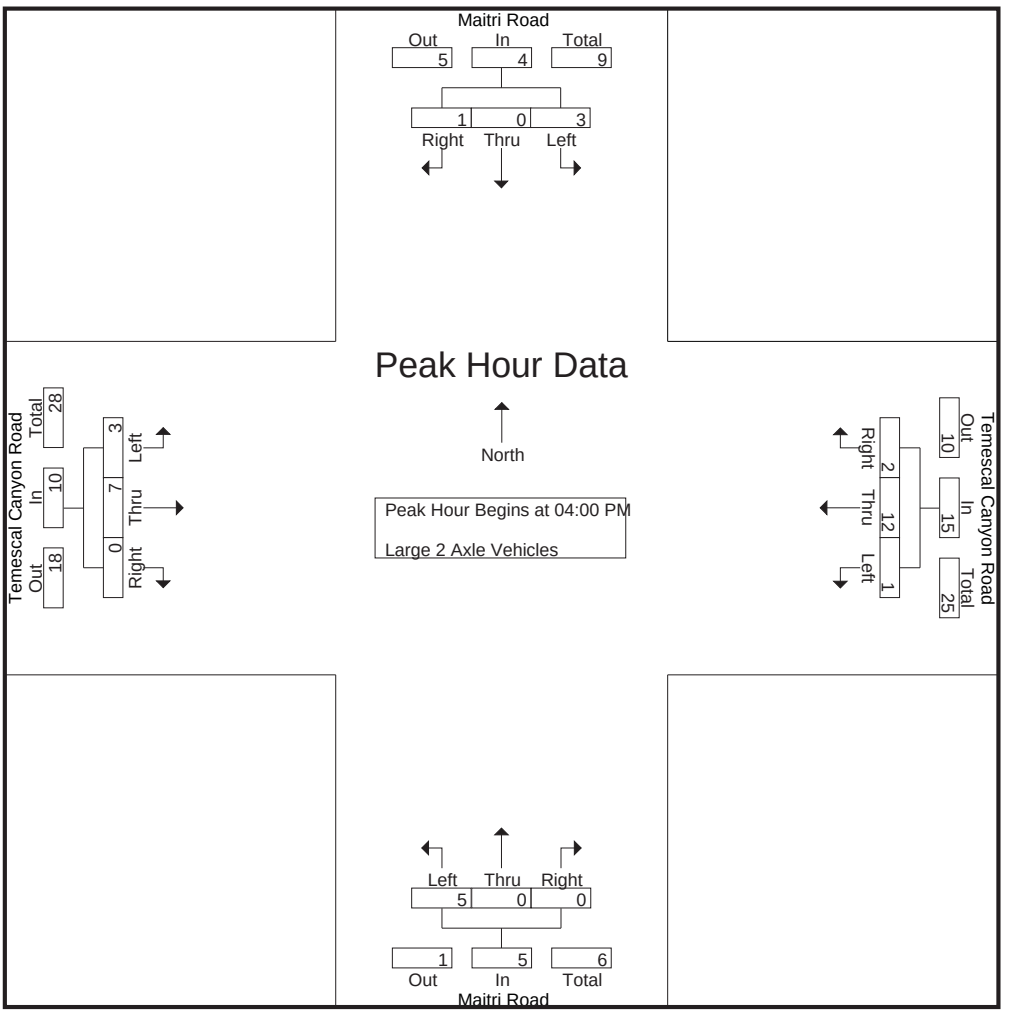

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	1	0	4	0	4	**2**	0	0	**2**	**1**	0	0	1
+15 mins.	1	0	0	1	0	**5**	0	**5**	2	0	0	2	1	**5**	0	**6**
+30 mins.	1	0	**1**	**2**	**1**	2	**2**	5	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1
Total Volume	3	0	1	4	1	12	2	15	5	0	0	5	3	7	0	10
% App. Total	75	0	25		6.7	80	13.3		100	0	0		30	70	0	
PHF	.750	.000	.250	.500	.250	.600	.250	.750	.625	.000	.000	.625	.750	.350	.000	.417

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County of Riverside
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Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- 3 Axle Vehicles

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	5	0	1	6	0	1	3	4	10
04:15 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	1	1	4
04:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	7	0	2	9	0	1	4	5	18
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	3
Total	0	0	0	0	1	1	0	2	1	0	0	1	0	0	3	3	6
Grand Total	0	0	0	0	1	5	0	6	8	0	2	10	0	1	7	8	24
Apprch %	0	0	0		16.7	83.3	0		80	0	20		0	12.5	87.5		
Total %	0	0	0	0	4.2	20.8	0	25	33.3	0	8.3	41.7	0	4.2	29.2	33.3	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**5**	0	**1**	**6**	0	**1**	**3**	**4**	**10**
04:15 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	1	1	4
04:30 PM	0	0	0	0	0	**3**	0	**3**	1	0	0	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	7	0	2	9	0	1	4	5	18
% App. Total	0	0	0		0	100	0		77.8	0	22.2		0	20	80		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.350	.000	.500	.375	.000	.250	.333	.313	.450

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County of Riverside
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E/W: Temescal Canyon Road
Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
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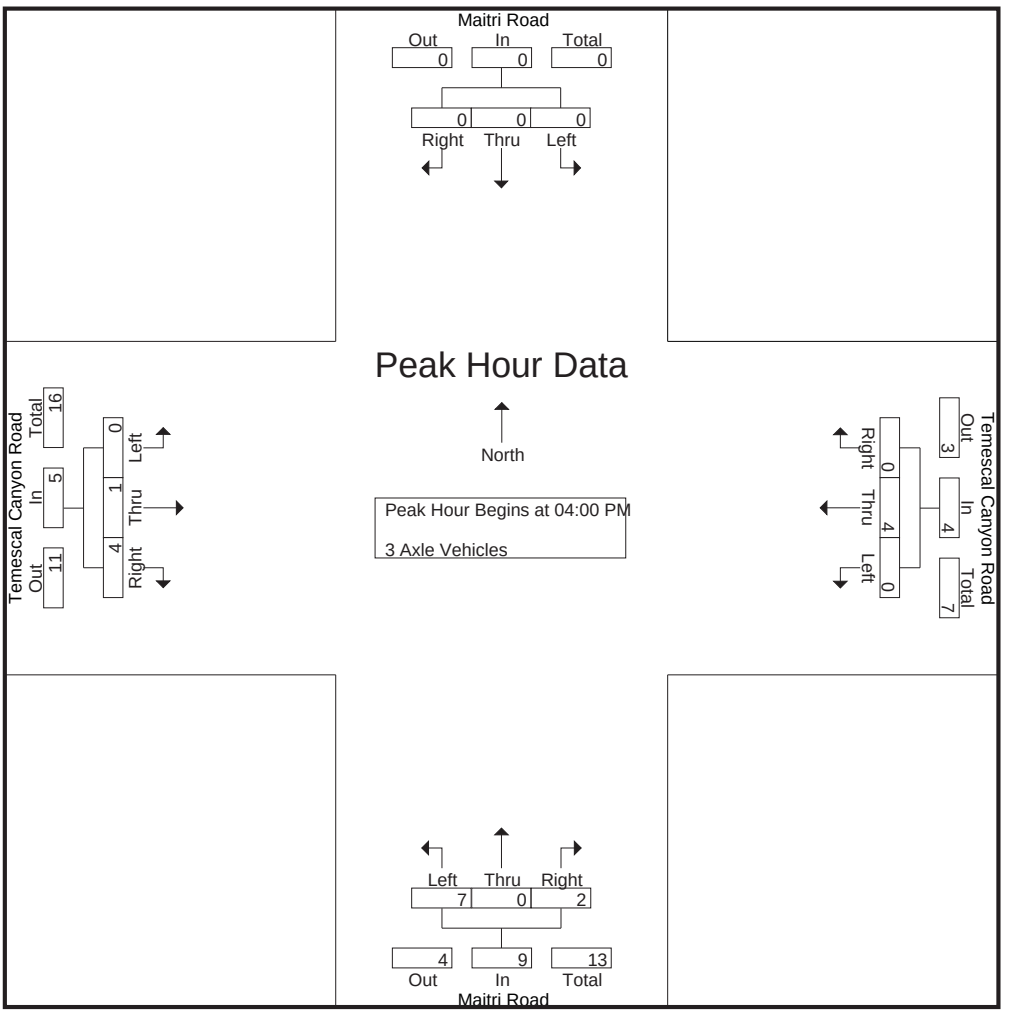

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**5**	0	**1**	**6**	0	**1**	**3**	**4**
+15 mins.	0	0	0	0	0	1	0	1	1	0	1	2	0	0	1	1
+30 mins.	0	0	0	0	0	**3**	0	**3**	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	7	0	2	9	0	1	4	5
% App. Total	0	0	0		0	100	0		77.8	0	22.2		0	20	80	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.350	.000	.500	.375	.000	.250	.333	.313

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County of Riverside
N/S: Maitri Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	4	5	6
04:45 PM	0	0	0	0	1	1	0	2	1	0	1	2	0	0	5	5	9
Total	0	0	0	0	1	1	0	2	2	0	2	4	0	1	16	17	23
05:00 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	1	1	4
05:15 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	0	6	6	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	3	4
05:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	0	0	0	2	2	0	4	5	0	2	7	0	0	10	10	21
Grand Total	0	0	0	0	3	3	0	6	7	0	4	11	0	1	26	27	44
Apprch %	0	0	0		50	50	0		63.6	0	36.4		0	3.7	96.3		
Total %	0	0	0	0	6.8	6.8	0	13.6	15.9	0	9.1	25	0	2.3	59.1	61.4	

	Maitri Road Southbound				Temescal Canyon Road Westbound				Maitri Road Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	**5**	5
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**1**	4	5	6
04:45 PM	0	0	0	0	**1**	**1**	0	**2**	1	0	1	**2**	0	0	5	5	**9**
Total Volume	0	0	0	0	1	1	0	2	2	0	2	4	0	1	16	17	23
% App. Total	0	0	0		50	50	0		50	0	50		0	5.9	94.1		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.500	.000	.500	.500	.000	.250	.800	.850	.639

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County of Riverside
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Weather: Clear

File Name : 06_CRV_Mai_Tem Cyn PM
Site Code : 05724184
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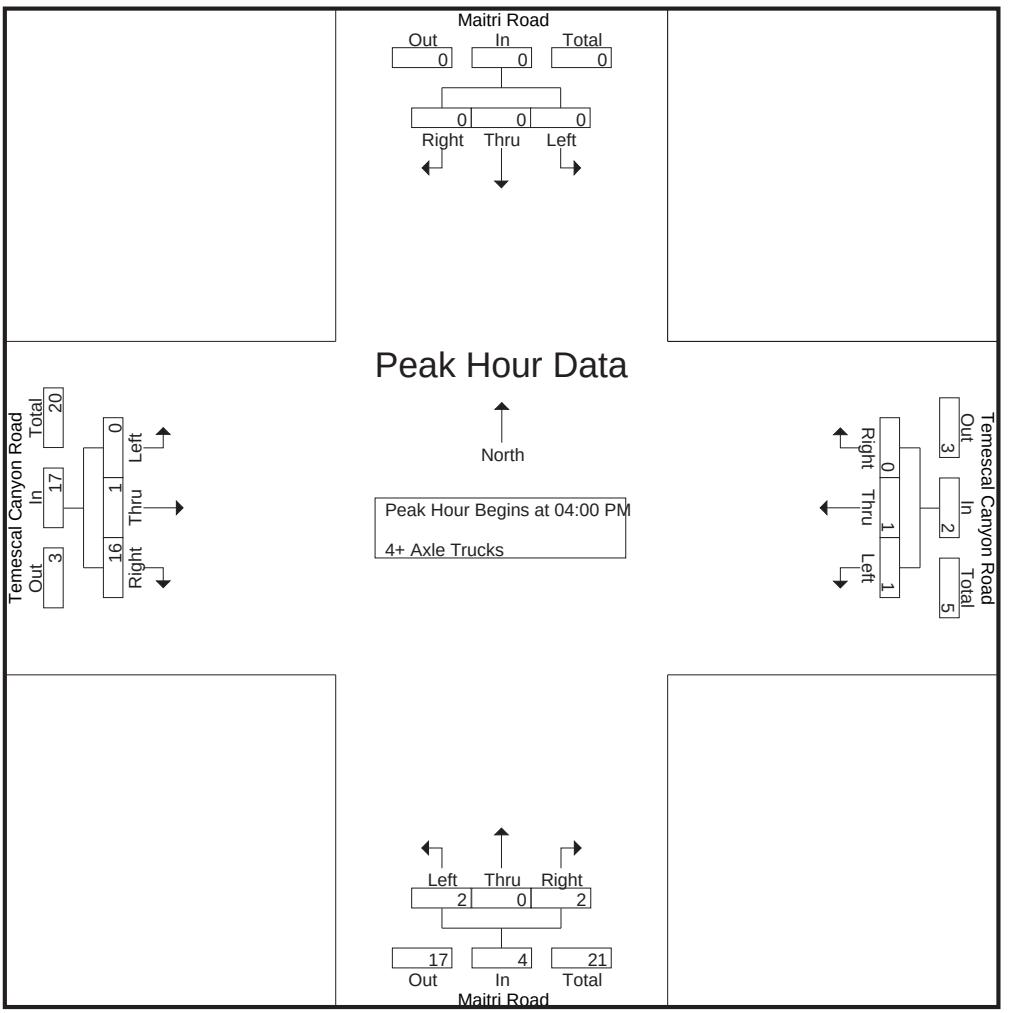

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	**5**
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**1**	4	5
+45 mins.	0	0	0	0	**1**	**1**	0	**2**	1	0	1	**2**	0	0	5	5
Total Volume	0	0	0	0	1	1	0	2	2	0	2	4	0	1	16	17
% App. Total	0	0	0		50	50	0		50	0	50		0	5.9	94.1	
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.500	.000	.500	.500	.000	.250	.800	.850

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County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	178	178	146	3	149	22	19	41	368
07:15 AM	2	144	146	188	0	188	24	43	67	401
07:30 AM	5	173	178	139	3	142	20	48	68	388
07:45 AM	17	119	136	173	7	180	17	86	103	419
Total	24	614	638	646	13	659	83	196	279	1576
08:00 AM	36	131	167	171	19	190	30	71	101	458
08:15 AM	4	133	137	142	20	162	33	35	68	367
08:30 AM	1	99	100	90	3	93	35	54	89	282
08:45 AM	3	79	82	82	1	83	40	50	90	255
Total	44	442	486	485	43	528	138	210	348	1362
Grand Total	68	1056	1124	1131	56	1187	221	406	627	2938
Apprch %	6	94		95.3	4.7		35.2	64.8		
Total %	2.3	35.9	38.3	38.5	1.9	40.4	7.5	13.8	21.3	
Passenger Vehicles	67	991	1058	1104	56	1160	139	391	530	2748
% Passenger Vehicles	98.5	93.8	94.1	97.6	100	97.7	62.9	96.3	84.5	93.5
Large 2 Axle Vehicles	1	15	16	27	0	27	13	15	28	71
% Large 2 Axle Vehicles	1.5	1.4	1.4	2.4	0	2.3	5.9	3.7	4.5	2.4
3 Axle Vehicles	0	26	26	0	0	0	41	0	41	67
% 3 Axle Vehicles	0	2.5	2.3	0	0	0	18.6	0	6.5	2.3
4+ Axle Trucks	0	24	24	0	0	0	28	0	28	52
% 4+ Axle Trucks	0	2.3	2.1	0	0	0	12.7	0	4.5	1.8

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	144	146	**188**	0	188	24	43	67	401
07:30 AM	5	**173**	**178**	139	3	142	20	48	68	388
07:45 AM	17	119	136	173	7	180	17	**86**	**103**	419
08:00 AM	**36**	131	167	171	**19**	**190**	**30**	71	101	**458**
Total Volume	60	567	627	671	29	700	91	248	339	1666
% App. Total	9.6	90.4		95.9	4.1		26.8	73.2		
PHF	.417	.819	.881	.892	.382	.921	.758	.721	.823	.909

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County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn AM
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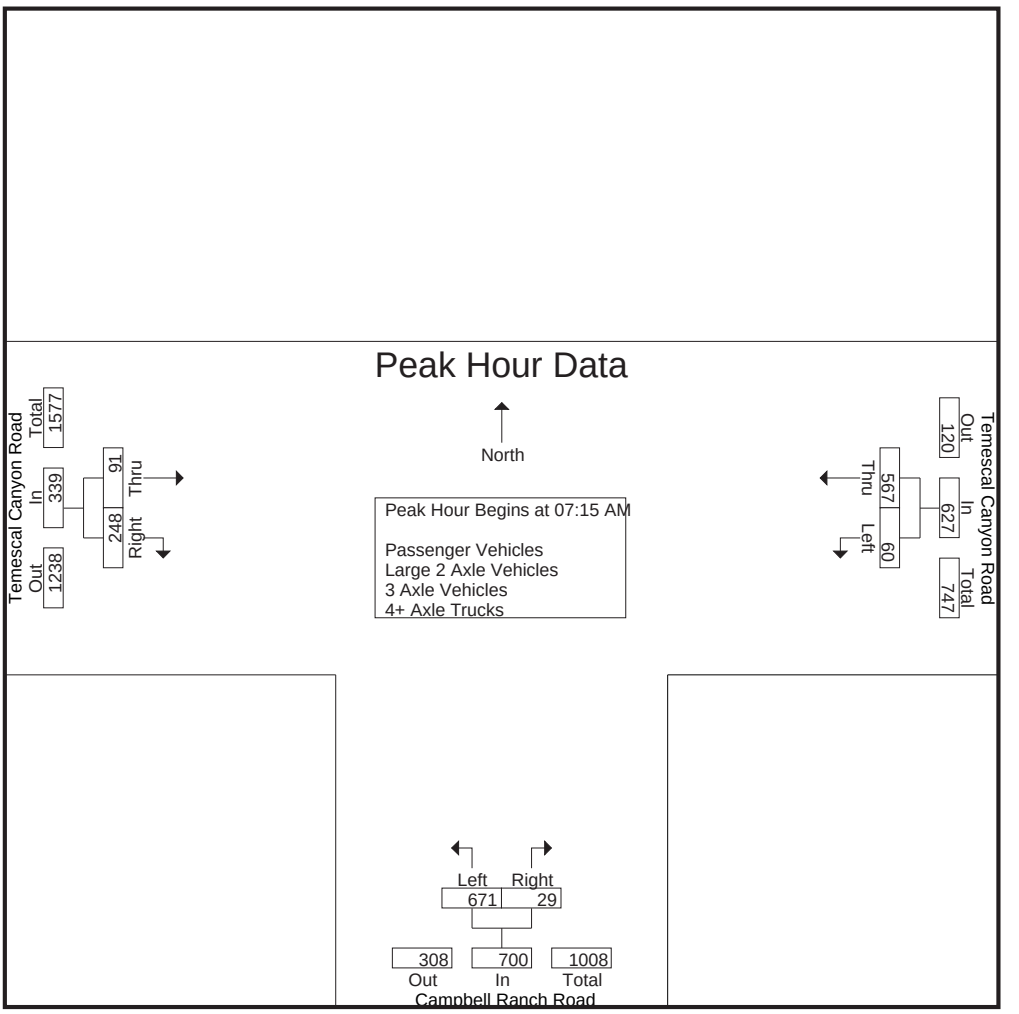

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:45 AM		
+0 mins.	0	**178**	**178**	**188**	0	188	17	**86**	**103**
+15 mins.	2	144	146	139	3	142	30	71	101
+30 mins.	5	173	178	173	7	180	33	35	68
+45 mins.	**17**	119	136	171	**19**	**190**	**35**	54	89
Total Volume	24	614	638	671	29	700	115	246	361
% App. Total	3.8	96.2		95.9	4.1		31.9	68.1	
PHF	.353	.862	.896	.892	.382	.921	.821	.715	.876

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County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn AM
Site Code : 05724184
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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	174	174	141	3	144	13	15	28	346
07:15 AM	2	139	141	181	0	181	9	42	51	373
07:30 AM	5	161	166	136	3	139	10	45	55	360
07:45 AM	16	109	125	171	7	178	11	83	94	397
Total	23	583	606	629	13	642	43	185	228	1476
08:00 AM	36	123	159	169	19	188	23	68	91	438
08:15 AM	4	120	124	136	20	156	20	35	55	335
08:30 AM	1	89	90	88	3	91	27	53	80	261
08:45 AM	3	76	79	82	1	83	26	50	76	238
Total	44	408	452	475	43	518	96	206	302	1272
Grand Total	67	991	1058	1104	56	1160	139	391	530	2748
Apprch %	6.3	93.7		95.2	4.8		26.2	73.8		
Total %	2.4	36.1	38.5	40.2	2	42.2	5.1	14.2	19.3	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	139	141	**181**	0	181	9	42	51	373
07:30 AM	5	**161**	**166**	136	3	139	10	45	55	360
07:45 AM	16	109	125	171	7	178	11	**83**	**94**	397
08:00 AM	**36**	123	159	169	**19**	**188**	**23**	68	91	**438**
Total Volume	59	532	591	657	29	686	53	238	291	1568
% App. Total	10	90		95.8	4.2		18.2	81.8		
PHF	.410	.826	.890	.907	.382	.912	.576	.717	.774	.895

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County of Riverside
N/S: Campbell Ranch Road
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File Name : 07_CRV_C R_Tem Cyn AM
Site Code : 05724184
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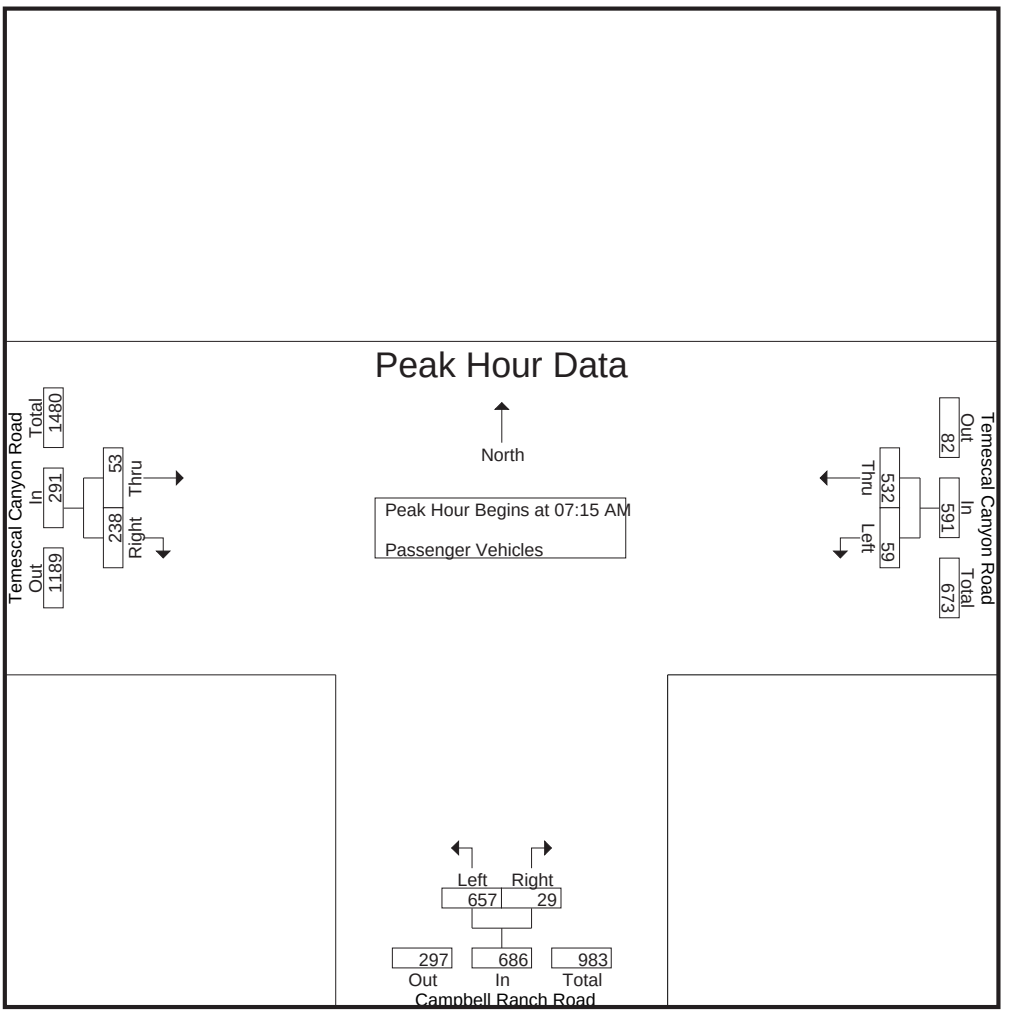

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	139	141	**181**	0	181	9	42	51
+15 mins.	5	**161**	**166**	136	3	139	10	45	55
+30 mins.	16	109	125	171	7	178	11	**83**	**94**
+45 mins.	**36**	123	159	169	**19**	**188**	**23**	68	91
Total Volume	59	532	591	657	29	686	53	238	291
% App. Total	10	90		95.8	4.2		18.2	81.8	
PHF	.410	.826	.890	.907	.382	.912	.576	.717	.774

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County of Riverside
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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	5	0	5	2	4	6	12
07:15 AM	0	2	2	7	0	7	4	1	5	14
07:30 AM	0	4	4	3	0	3	2	3	5	12
07:45 AM	1	1	2	2	0	2	1	3	4	8
Total	1	8	9	17	0	17	9	11	20	46
08:00 AM	0	4	4	2	0	2	1	3	4	10
08:15 AM	0	0	0	6	0	6	1	0	1	7
08:30 AM	0	3	3	2	0	2	0	1	1	6
08:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	7	7	10	0	10	4	4	8	25
Grand Total	1	15	16	27	0	27	13	15	28	71
Apprch %	6.2	93.8		100	0		46.4	53.6		
Total %	1.4	21.1	22.5	38	0	38	18.3	21.1	39.4	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	2	2	**7**	0	**7**	**4**	1	**5**	**14**
07:30 AM	0	**4**	**4**	3	0	3	2	**3**	5	12
07:45 AM	**1**	1	2	2	0	2	1	3	4	8
08:00 AM	0	4	4	2	0	2	1	3	4	10
Total Volume	1	11	12	14	0	14	8	10	18	44
% App. Total	8.3	91.7		100	0		44.4	55.6		
PHF	.250	.688	.750	.500	.000	.500	.500	.833	.900	.786

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File Name : 07_CRV_C R_Tem Cyn AM
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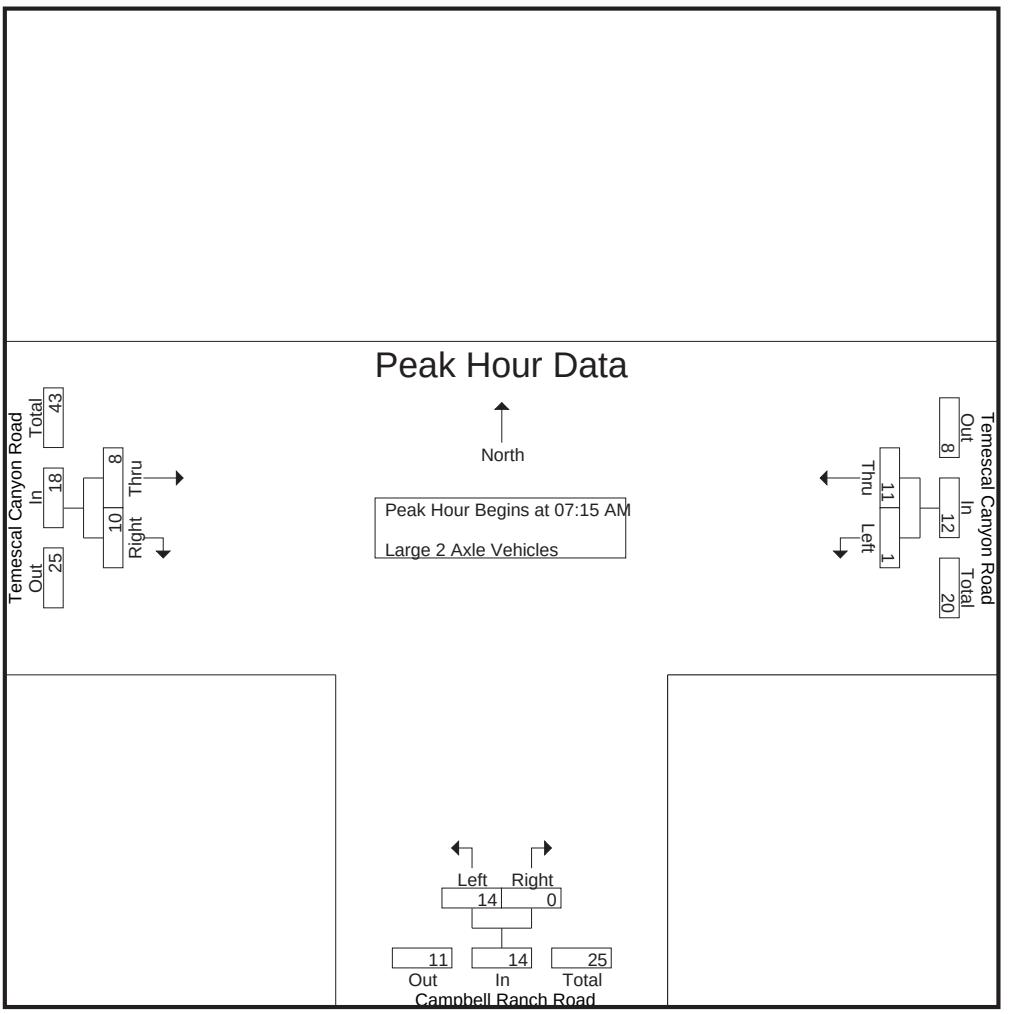

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	2	2	**7**	0	**7**	**4**	1	**5**
+15 mins.	0	**4**	**4**	3	0	3	2	**3**	5
+30 mins.	**1**	1	2	2	0	2	1	3	4
+45 mins.	0	4	4	2	0	2	1	3	4
Total Volume	1	11	12	14	0	14	8	10	18
% App. Total	8.3	91.7		100	0		44.4	55.6	
PHF	.250	.688	.750	.500	.000	.500	.500	.833	.900

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File Name : 07_CRV_C R_Tem Cyn AM
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Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	5	0	5	6
07:15 AM	0	1	1	0	0	0	7	0	7	8
07:30 AM	0	2	2	0	0	0	6	0	6	8
07:45 AM	0	5	5	0	0	0	2	0	2	7
Total	0	9	9	0	0	0	20	0	20	29
08:00 AM	0	3	3	0	0	0	3	0	3	6
08:15 AM	0	7	7	0	0	0	7	0	7	14
08:30 AM	0	5	5	0	0	0	4	0	4	9
08:45 AM	0	2	2	0	0	0	7	0	7	9
Total	0	17	17	0	0	0	21	0	21	38
Grand Total	0	26	26	0	0	0	41	0	41	67
Apprch %	0	100		0	0		100	0		
Total %	0	38.8	38.8	0	0	0	61.2	0	61.2	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	**7**	0	**7**	**8**
07:30 AM	0	2	2	0	0	0	6	0	6	8
07:45 AM	0	**5**	**5**	0	0	0	2	0	2	7
08:00 AM	0	3	3	0	0	0	3	0	3	6
Total Volume	0	11	11	0	0	0	18	0	18	29
% App. Total	0	100		0	0		100	0		
PHF	.000	.550	.550	.000	.000	.000	.643	.000	.643	.906

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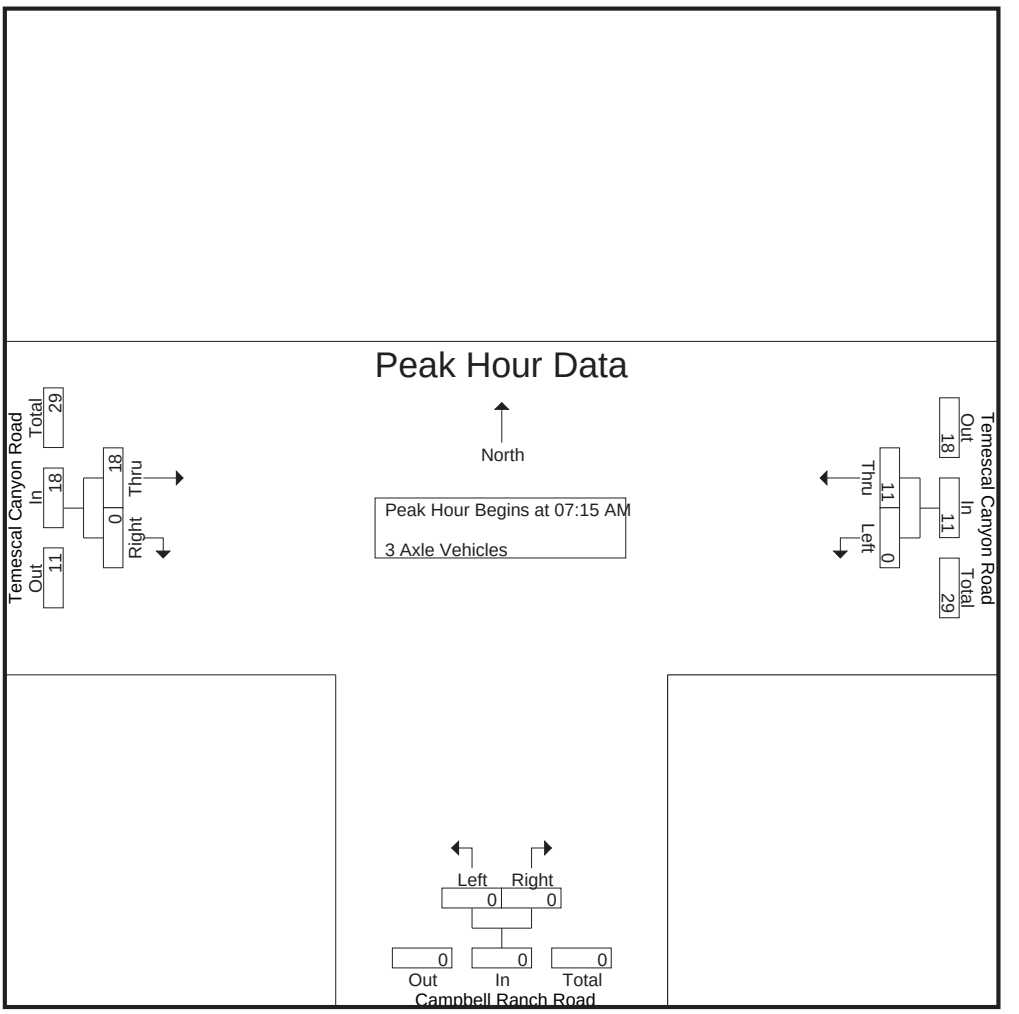

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	**7**	0	**7**
+15 mins.	0	2	2	0	0	0	6	0	6
+30 mins.	0	**5**	**5**	0	0	0	2	0	2
+45 mins.	0	3	3	0	0	0	3	0	3
Total Volume	0	11	11	0	0	0	18	0	18
% App. Total	0	100		0	0		100	0	
PHF	.000	.550	.550	.000	.000	.000	.643	.000	.643

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Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	2	0	2	4
07:15 AM	0	2	2	0	0	0	4	0	4	6
07:30 AM	0	6	6	0	0	0	2	0	2	8
07:45 AM	0	4	4	0	0	0	3	0	3	7
Total	0	14	14	0	0	0	11	0	11	25
08:00 AM	0	1	1	0	0	0	3	0	3	4
08:15 AM	0	6	6	0	0	0	5	0	5	11
08:30 AM	0	2	2	0	0	0	4	0	4	6
08:45 AM	0	1	1	0	0	0	5	0	5	6
Total	0	10	10	0	0	0	17	0	17	27
Grand Total	0	24	24	0	0	0	28	0	28	52
Apprch %	0	100		0	0		100	0		
Total %	0	46.2	46.2	0	0	0	53.8	0	53.8	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	2	2	0	0	0	**4**	0	**4**	6
07:30 AM	0	**6**	**6**	0	0	0	2	0	2	**8**
07:45 AM	0	4	4	0	0	0	3	0	3	7
08:00 AM	0	1	1	0	0	0	3	0	3	4
Total Volume	0	13	13	0	0	0	12	0	12	25
% App. Total	0	100		0	0		100	0		
PHF	.000	.542	.542	.000	.000	.000	.750	.000	.750	.781

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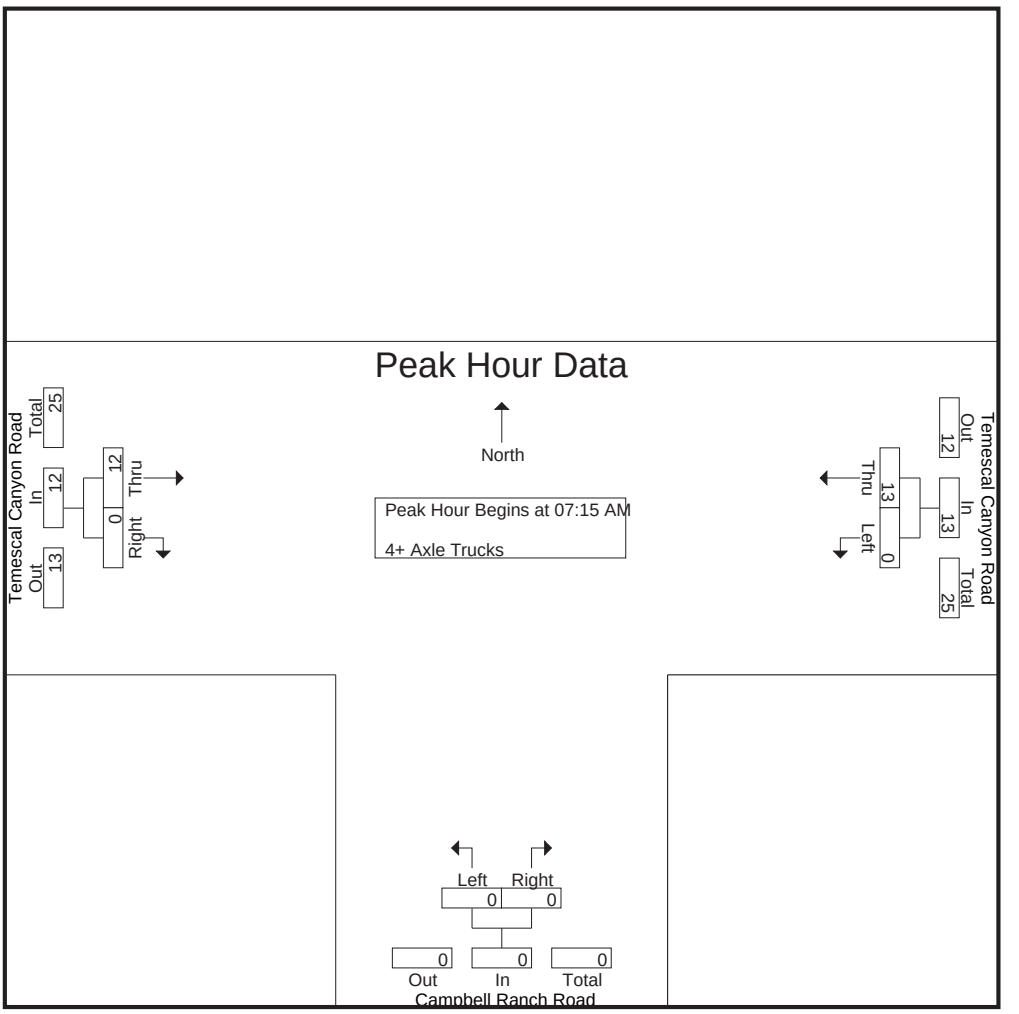
File Name : 07_CRV_C R_Tem Cyn AM
Site Code : 05724184
Start Date : 2/29/2024



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	2	2	0	0	0	**4**	0	**4**
+15 mins.	0	**6**	**6**	0	0	0	2	0	2
+30 mins.	0	4	4	0	0	0	3	0	3
+45 mins.	0	1	1	0	0	0	3	0	3
Total Volume	0	13	13	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.542	.542	.000	.000	.000	.750	.000	.750

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County of Riverside
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File Name : 07_CRV_C R_Tem Cyn PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	21	22	34	0	34	43	114	157	213
04:15 PM	0	22	22	51	1	52	34	99	133	207
04:30 PM	1	31	32	41	0	41	58	94	152	225
04:45 PM	5	23	28	39	3	42	49	91	140	210
Total	7	97	104	165	4	169	184	398	582	855
05:00 PM	0	22	22	40	3	43	42	69	111	176
05:15 PM	0	29	29	34	2	36	45	97	142	207
05:30 PM	2	12	14	37	3	40	48	99	147	201
05:45 PM	0	18	18	46	1	47	39	77	116	181
Total	2	81	83	157	9	166	174	342	516	765
Grand Total	9	178	187	322	13	335	358	740	1098	1620
Apprch %	4.8	95.2		96.1	3.9		32.6	67.4		
Total %	0.6	11	11.5	19.9	0.8	20.7	22.1	45.7	67.8	
Passenger Vehicles	9	155	164	311	13	324	348	729	1077	1565
% Passenger Vehicles	100	87.1	87.7	96.6	100	96.7	97.2	98.5	98.1	96.6
Large 2 Axle Vehicles	0	12	12	11	0	11	3	11	14	37
% Large 2 Axle Vehicles	0	6.7	6.4	3.4	0	3.3	0.8	1.5	1.3	2.3
3 Axle Vehicles	0	6	6	0	0	0	4	0	4	10
% 3 Axle Vehicles	0	3.4	3.2	0	0	0	1.1	0	0.4	0.6
4+ Axle Trucks	0	5	5	0	0	0	3	0	3	8
% 4+ Axle Trucks	0	2.8	2.7	0	0	0	0.8	0	0.3	0.5

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	21	22	34	0	34	43	**114**	**157**	213
04:15 PM	0	22	22	**51**	1	**52**	34	99	133	207
04:30 PM	1	**31**	**32**	41	0	41	**58**	94	152	**225**
04:45 PM	**5**	23	28	39	**3**	42	49	91	140	210
Total Volume	7	97	104	165	4	169	184	398	582	855
% App. Total	6.7	93.3		97.6	2.4		31.6	68.4		
PHF	.350	.782	.813	.809	.333	.813	.793	.873	.927	.950

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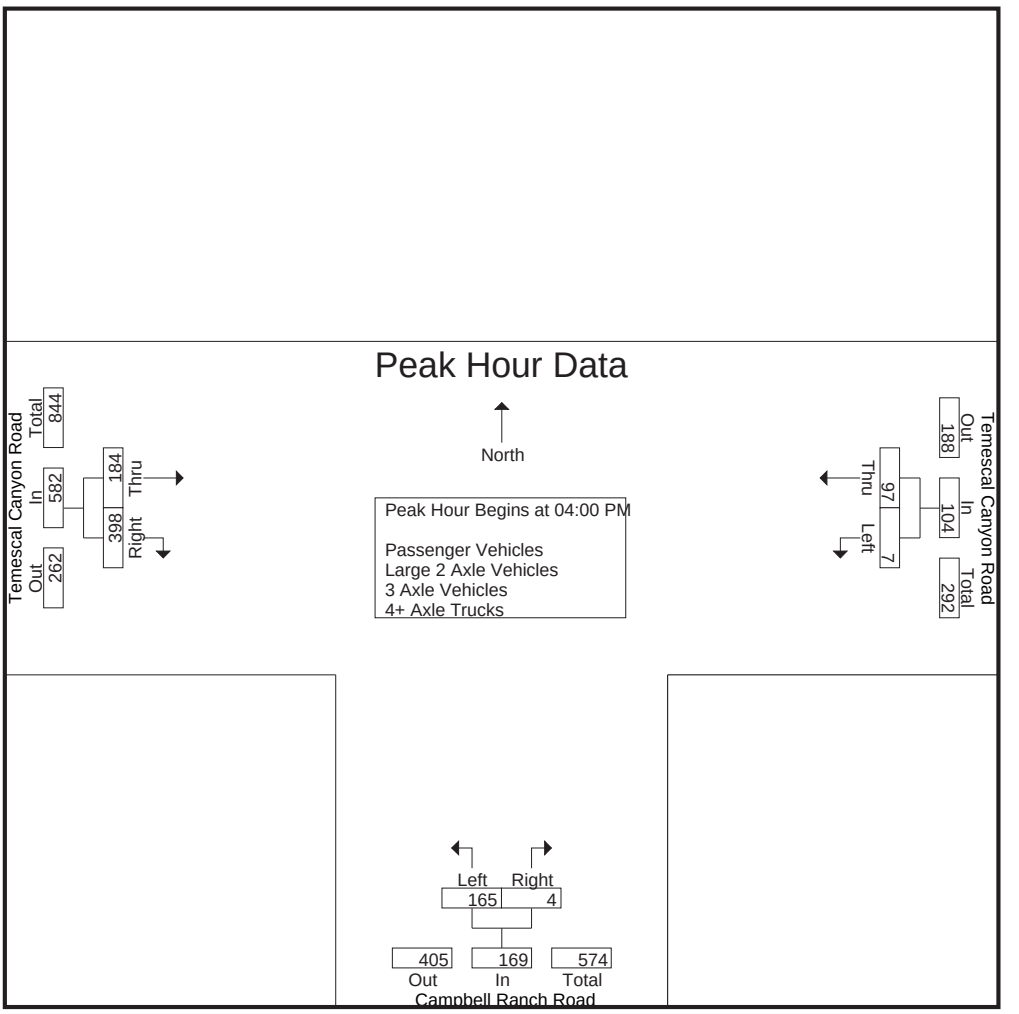

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:00 PM		
+0 mins.	1	**31**	**32**	**51**	1	**52**	43	**114**	**157**
+15 mins.	**5**	23	28	41	0	41	34	99	133
+30 mins.	0	22	22	39	**3**	42	**58**	94	152
+45 mins.	0	29	29	40	3	43	49	91	140
Total Volume	6	105	111	171	7	178	184	398	582
% App. Total	5.4	94.6		96.1	3.9		31.6	68.4	
PHF	.300	.847	.867	.838	.583	.856	.793	.873	.927

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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	18	19	33	0	33	40	113	153	205
04:15 PM	0	20	20	45	1	46	33	93	126	192
04:30 PM	1	26	27	40	0	40	56	93	149	216
04:45 PM	5	20	25	39	3	42	48	90	138	205
Total	7	84	91	157	4	161	177	389	566	818
05:00 PM	0	20	20	38	3	41	40	68	108	169
05:15 PM	0	23	23	34	2	36	45	96	141	200
05:30 PM	2	11	13	36	3	39	47	99	146	198
05:45 PM	0	17	17	46	1	47	39	77	116	180
Total	2	71	73	154	9	163	171	340	511	747
Grand Total	9	155	164	311	13	324	348	729	1077	1565
Apprch %	5.5	94.5		96	4		32.3	67.7		
Total %	0.6	9.9	10.5	19.9	0.8	20.7	22.2	46.6	68.8	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	18	19	33	0	33	40	**113**	**153**	205
04:15 PM	0	20	20	**45**	1	**46**	33	93	126	192
04:30 PM	1	**26**	**27**	40	0	40	**56**	93	149	**216**
04:45 PM	**5**	20	25	39	**3**	42	48	90	138	205
Total Volume	7	84	91	157	4	161	177	389	566	818
% App. Total	7.7	92.3		97.5	2.5		31.3	68.7		
PHF	.350	.808	.843	.872	.333	.875	.790	.861	.925	.947

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N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn PM
Site Code : 05724184
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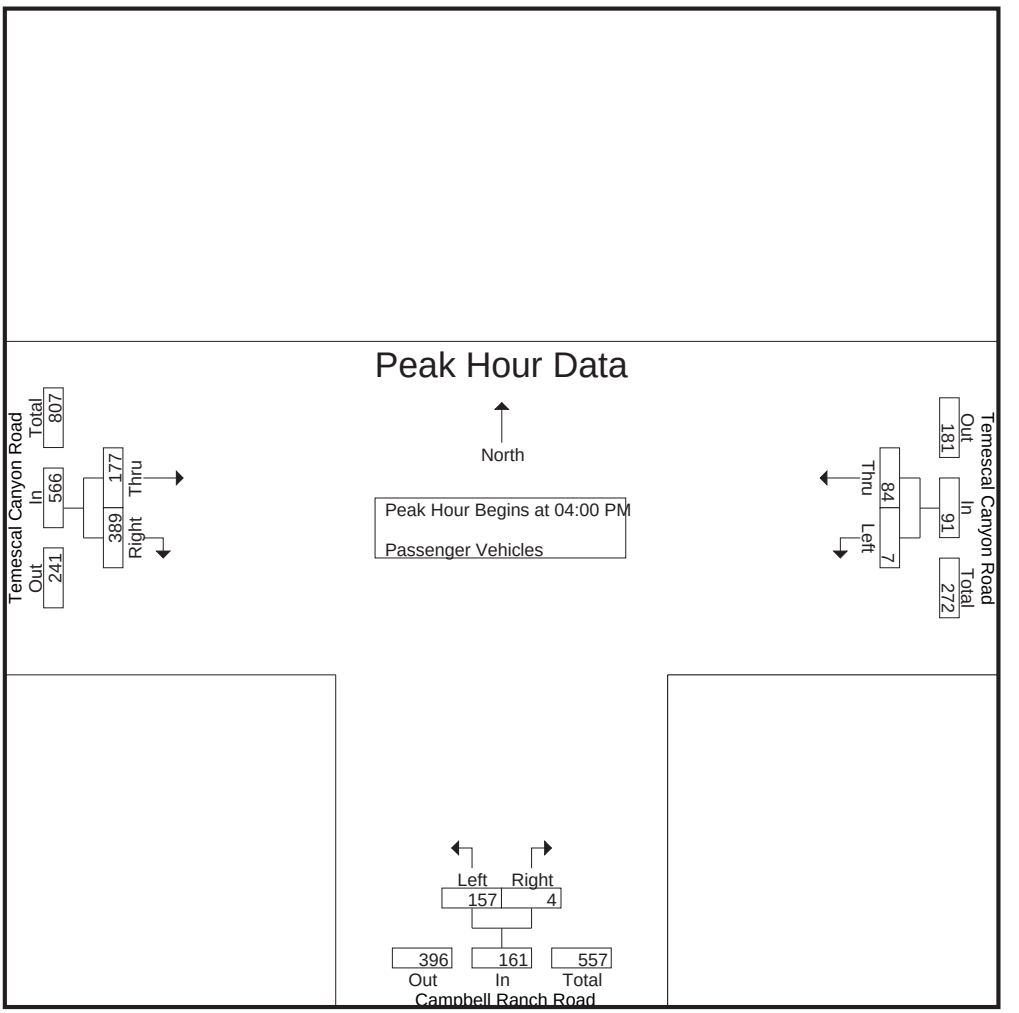

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	18	19	33	0	33	40	**113**	**153**
+15 mins.	0	20	20	**45**	1	**46**	33	93	126
+30 mins.	1	**26**	**27**	40	0	40	**56**	93	149
+45 mins.	**5**	20	25	39	**3**	42	48	90	138
Total Volume	7	84	91	157	4	161	177	389	566
% App. Total	7.7	92.3		97.5	2.5		31.3	68.7	
PHF	.350	.808	.843	.872	.333	.875	.790	.861	.925

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County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn PM
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Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	1	0	1	1	1	2	5
04:15 PM	0	2	2	6	0	6	0	6	6	14
04:30 PM	0	2	2	1	0	1	1	1	2	5
04:45 PM	0	1	1	0	0	0	0	1	1	2
Total	0	7	7	8	0	8	2	9	11	26
05:00 PM	0	0	0	2	0	2	1	1	2	4
05:15 PM	0	4	4	0	0	0	0	1	1	5
05:30 PM	0	1	1	1	0	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	3	0	3	1	2	3	11
Grand Total	0	12	12	11	0	11	3	11	14	37
Apprch %	0	100		100	0		21.4	78.6		
Total %	0	32.4	32.4	29.7	0	29.7	8.1	29.7	37.8	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**2**	**2**	1	0	1	**1**	1	2	5
04:15 PM	0	2	2	**6**	0	**6**	0	**6**	**6**	**14**
04:30 PM	0	2	2	1	0	1	1	1	2	5
04:45 PM	0	1	1	0	0	0	0	1	1	2
Total Volume	0	7	7	8	0	8	2	9	11	26
% App. Total	0	100		100	0		18.2	81.8		
PHF	.000	.875	.875	.333	.000	.333	.500	.375	.458	.464

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County of Riverside
N/S: Campbell Ranch Road
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Weather: Clear

File Name : 07_CRV_C R_Tem Cyn PM
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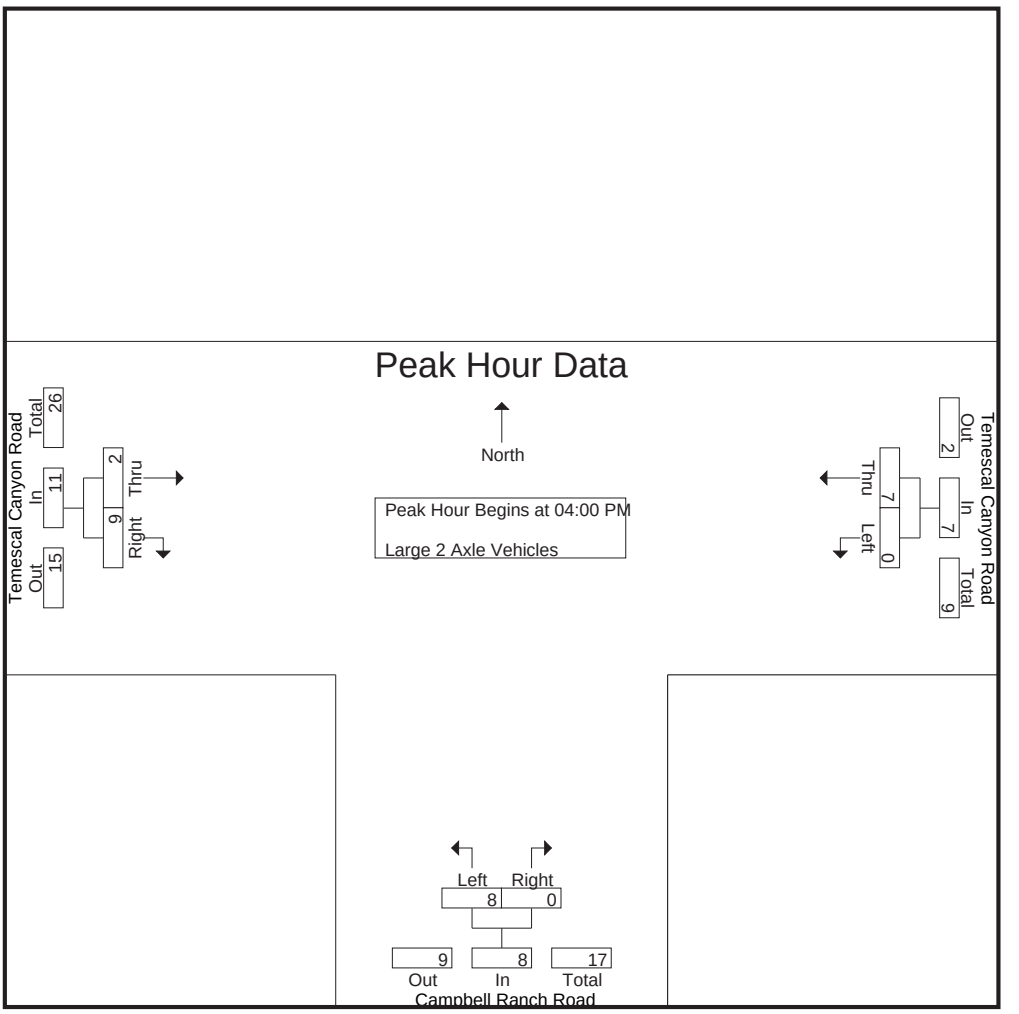

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**2**	**2**	1	0	1	**1**	1	2
+15 mins.	0	2	2	**6**	0	**6**	0	**6**	**6**
+30 mins.	0	2	2	1	0	1	1	1	2
+45 mins.	0	1	1	0	0	0	0	1	1
Total Volume	0	7	7	8	0	8	2	9	11
% App. Total	0	100		100	0		18.2	81.8	
PHF	.000	.875	.875	.333	.000	.333	.500	.375	.458

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County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn PM
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Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	3	3	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	4	0	4	8
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	0	0	0	2
Grand Total	0	6	6	0	0	0	4	0	4	10
Apprch %	0	100		0	0		100	0		
Total %	0	60	60	0	0	0	40	0	40	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	0	0	**2**	0	**2**	3
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	**3**	**3**	0	0	0	1	0	1	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	4	0	0	0	4	0	4	8
% App. Total	0	100		0	0		100	0		
PHF	.000	.333	.333	.000	.000	.000	.500	.000	.500	.500

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County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn PM
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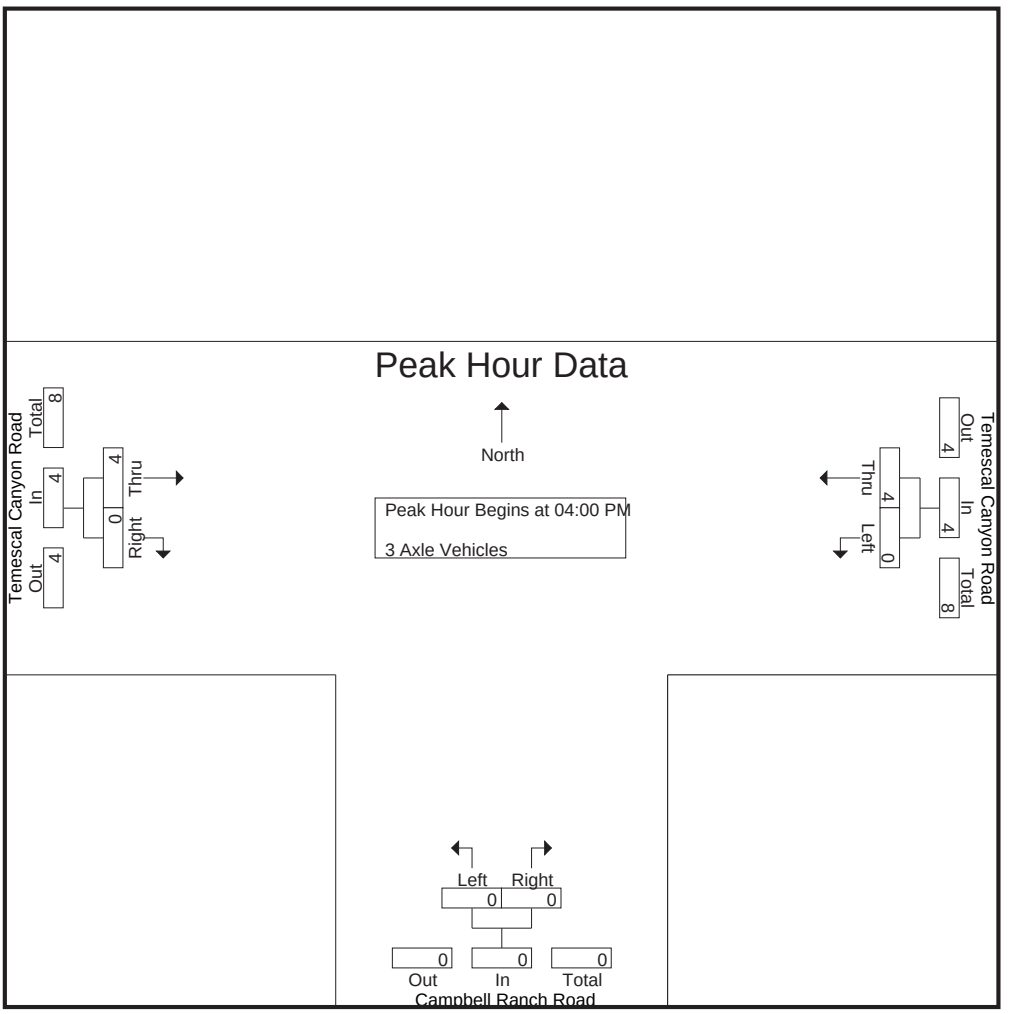

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	**3**	**3**	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	4	4	0	0	0	4	0	4
% App. Total	0	100		0	0		100	0	
PHF	.000	.333	.333	.000	.000	.000	.500	.000	.500

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County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_C R_Tem Cyn PM
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Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	2	2	0	0	0	1	0	1	3
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	2	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	0	2	0	2	5
Grand Total	0	5	5	0	0	0	3	0	3	8
Apprch %	0	100		0	0		100	0		
Total %	0	62.5	62.5	0	0	0	37.5	0	37.5	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**2**	**2**	0	0	0	**1**	0	**1**	**3**
Total Volume	0	2	2	0	0	0	1	0	1	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

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County of Riverside
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File Name : 07_CRV_C R_Tem Cyn PM
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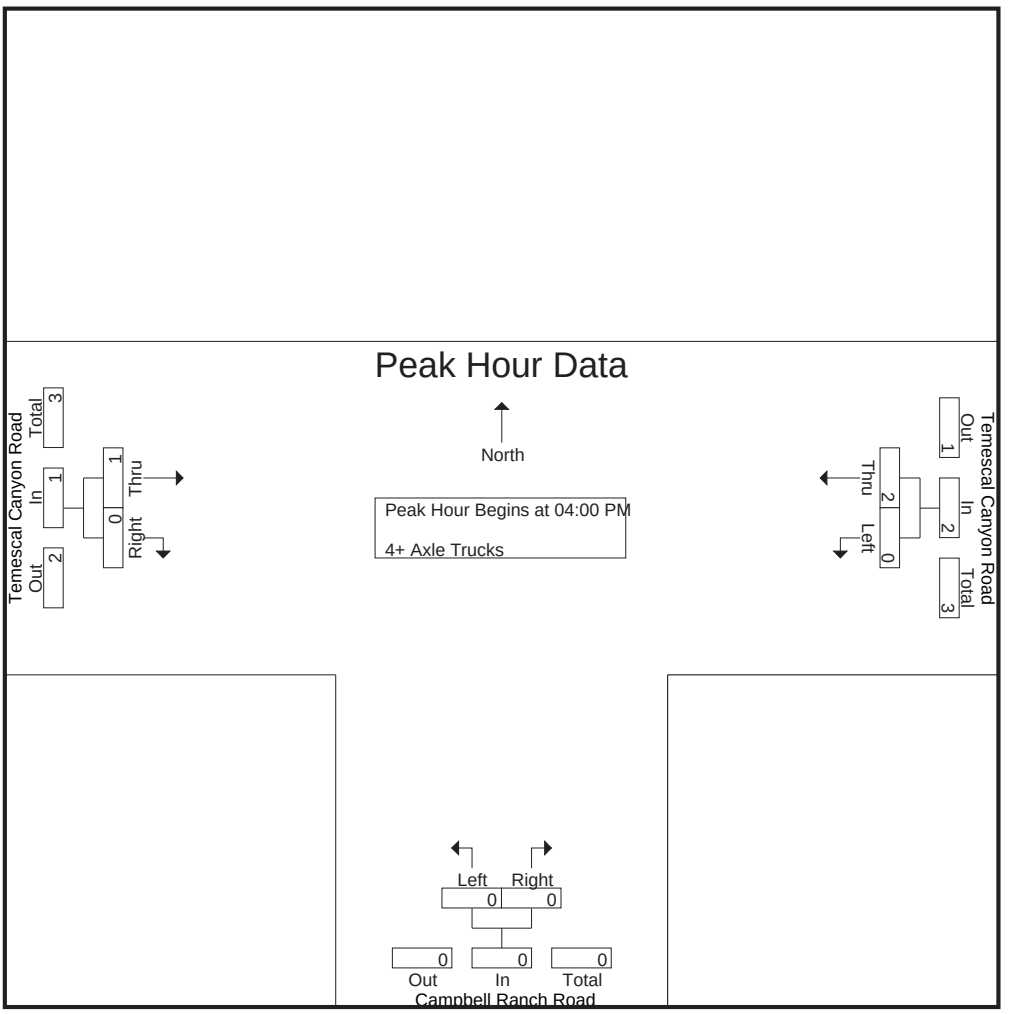

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	**2**	0	0	0	**1**	0	**1**
Total Volume	0	2	2	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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County of Riverside
N/S: Pats Point Drive
E/W: Lawson Road
Weather: Clear

File Name : 08_CRV_Pats_Law AM
Site Code : 05724184
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	9	0	9	0	7	7	16
07:15 AM	0	1	1	23	0	23	0	15	15	39
07:30 AM	1	0	1	13	0	13	1	11	12	26
07:45 AM	0	0	0	30	0	30	0	8	8	38
Total	1	1	2	75	0	75	1	41	42	119
08:00 AM	0	0	0	19	1	20	0	14	14	34
08:15 AM	0	1	1	35	1	36	0	16	16	53
08:30 AM	0	0	0	27	0	27	1	23	24	51
08:45 AM	0	0	0	15	0	15	0	18	18	33
Total	0	1	1	96	2	98	1	71	72	171
Grand Total	1	2	3	171	2	173	2	112	114	290
Apprch %	33.3	66.7		98.8	1.2		1.8	98.2		
Total %	0.3	0.7	1	59	0.7	59.7	0.7	38.6	39.3	
Passenger Vehicles	1	2	3	164	2	166	2	107	109	278
% Passenger Vehicles	100	100	100	95.9	100	96	100	95.5	95.6	95.9
Large 2 Axle Vehicles	0	0	0	6	0	6	0	5	5	11
% Large 2 Axle Vehicles	0	0	0	3.5	0	3.5	0	4.5	4.4	3.8
3 Axle Vehicles	0	0	0	1	0	1	0	0	0	1
% 3 Axle Vehicles	0	0	0	0.6	0	0.6	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	30	0	30	0	8	8	38
08:00 AM	0	0	0	19	**1**	20	0	14	14	34
08:15 AM	0	**1**	**1**	**35**	1	**36**	0	16	16	**53**
08:30 AM	0	0	0	27	0	27	**1**	**23**	**24**	51
Total Volume	0	1	1	111	2	113	1	61	62	176
% App. Total	0	100		98.2	1.8		1.6	98.4		
PHF	.000	.250	.250	.793	.500	.785	.250	.663	.646	.830

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County of Riverside
N/S: Pats Point Drive
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File Name : 08_CRV_Pats_Law AM
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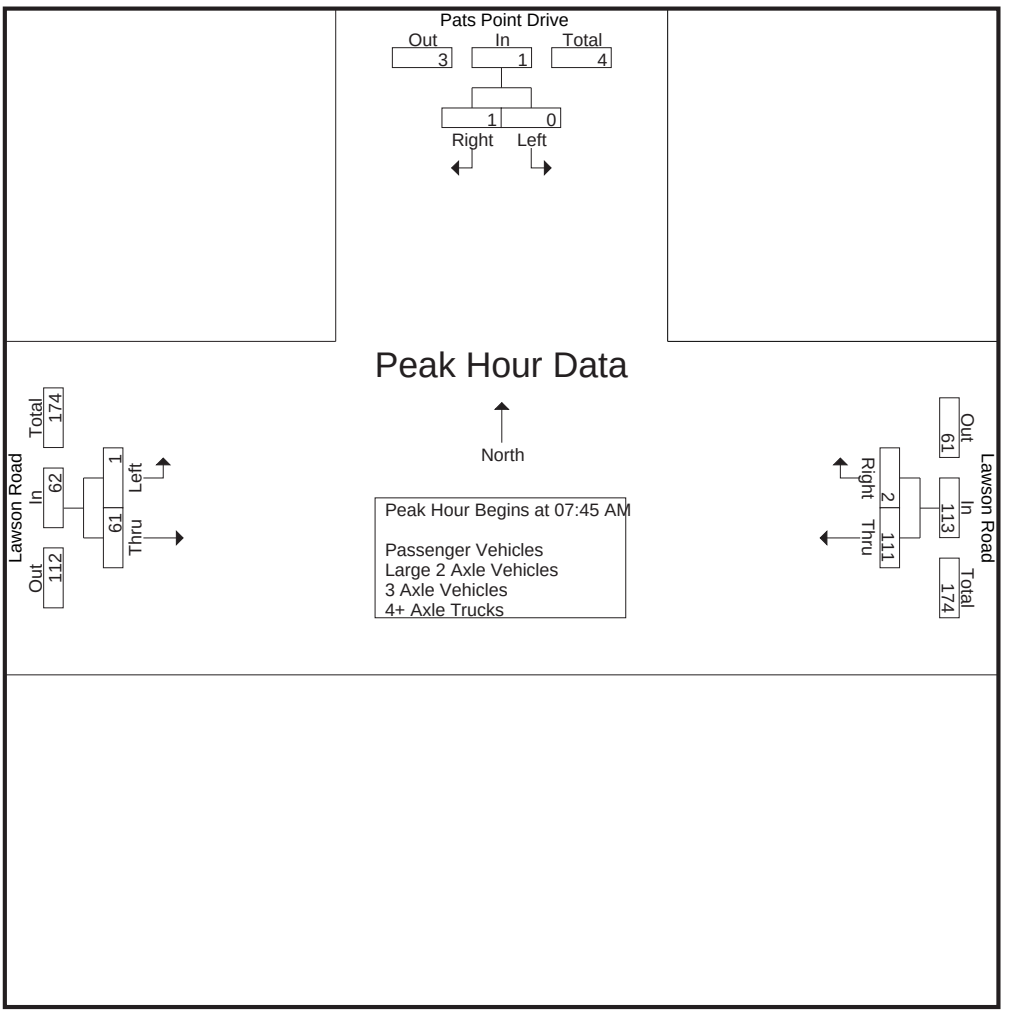

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			08:00 AM		
+0 mins.	0	0	0	30	0	30	0	14	14
+15 mins.	0	**1**	**1**	19	**1**	20	0	16	16
+30 mins.	**1**	0	1	**35**	1	**36**	**1**	**23**	**24**
+45 mins.	0	0	0	27	0	27	0	18	18
Total Volume	1	1	2	111	2	113	1	71	72
% App. Total	50	50		98.2	1.8		1.4	98.6	
PHF	.250	.250	.500	.793	.500	.785	.250	.772	.750

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County of Riverside
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Groups Printed- Passenger Vehicles

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	8	0	8	0	6	6	14
07:15 AM	0	1	1	22	0	22	0	14	14	37
07:30 AM	1	0	1	13	0	13	1	9	10	24
07:45 AM	0	0	0	27	0	27	0	8	8	35
Total	1	1	2	70	0	70	1	37	38	110
08:00 AM	0	0	0	19	1	20	0	14	14	34
08:15 AM	0	1	1	35	1	36	0	16	16	53
08:30 AM	0	0	0	25	0	25	1	23	24	49
08:45 AM	0	0	0	15	0	15	0	17	17	32
Total	0	1	1	94	2	96	1	70	71	168
Grand Total	1	2	3	164	2	166	2	107	109	278
Apprch %	33.3	66.7		98.8	1.2		1.8	98.2		
Total %	0.4	0.7	1.1	59	0.7	59.7	0.7	38.5	39.2	

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	27	0	27	0	8	8	35
08:00 AM	0	0	0	19	**1**	20	0	14	14	34
08:15 AM	0	**1**	**1**	**35**	1	**36**	0	16	16	**53**
08:30 AM	0	0	0	25	0	25	**1**	**23**	**24**	49
Total Volume	0	1	1	106	2	108	1	61	62	171
% App. Total	0	100		98.1	1.9		1.6	98.4		
PHF	.000	.250	.250	.757	.500	.750	.250	.663	.646	.807

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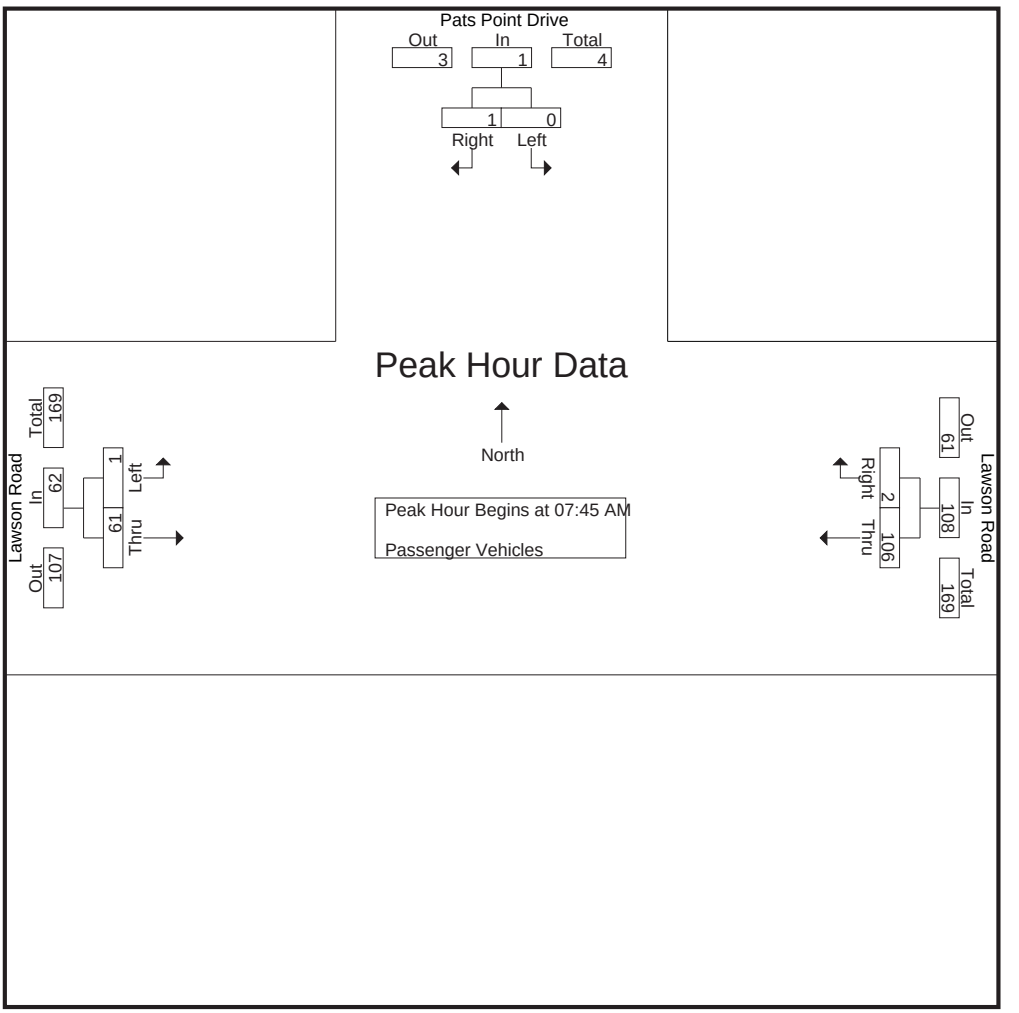

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	27	0	27	0	8	8
+15 mins.	0	0	0	19	**1**	20	0	14	14
+30 mins.	0	**1**	**1**	**35**	1	**36**	0	16	16
+45 mins.	0	0	0	25	0	25	**1**	**23**	**24**
Total Volume	0	1	1	106	2	108	1	61	62
% App. Total	0	100		98.1	1.9		1.6	98.4	
PHF	.000	.250	.250	.757	.500	.750	.250	.663	.646

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Groups Printed- Large 2 Axle Vehicles

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	1	1	2
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	4	0	4	0	4	4	8
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	2	0	2	0	1	1	3
Grand Total	0	0	0	6	0	6	0	5	5	11
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	54.5	0	54.5	0	45.5	45.5	

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	**2**	0	**2**	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	4	0	4	0	0	0	4
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500

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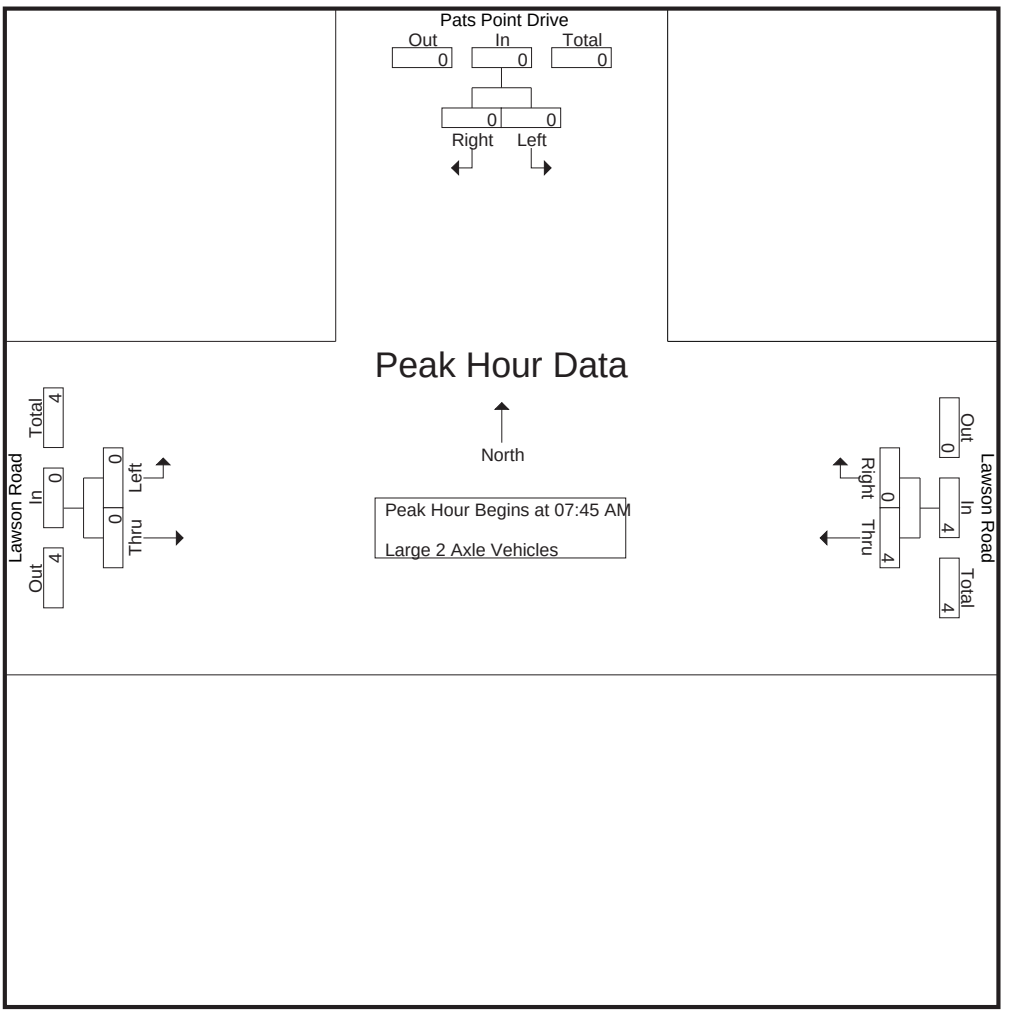

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	**2**	0	**2**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	0	0	0	4	0	4	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000

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County of Riverside
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E/W: Lawson Road
Weather: Clear

File Name : 08_CRV_Pats_Law AM
Site Code : 05724184
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Groups Printed- 3 Axle Vehicles

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	1
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	**1**	0	**1**	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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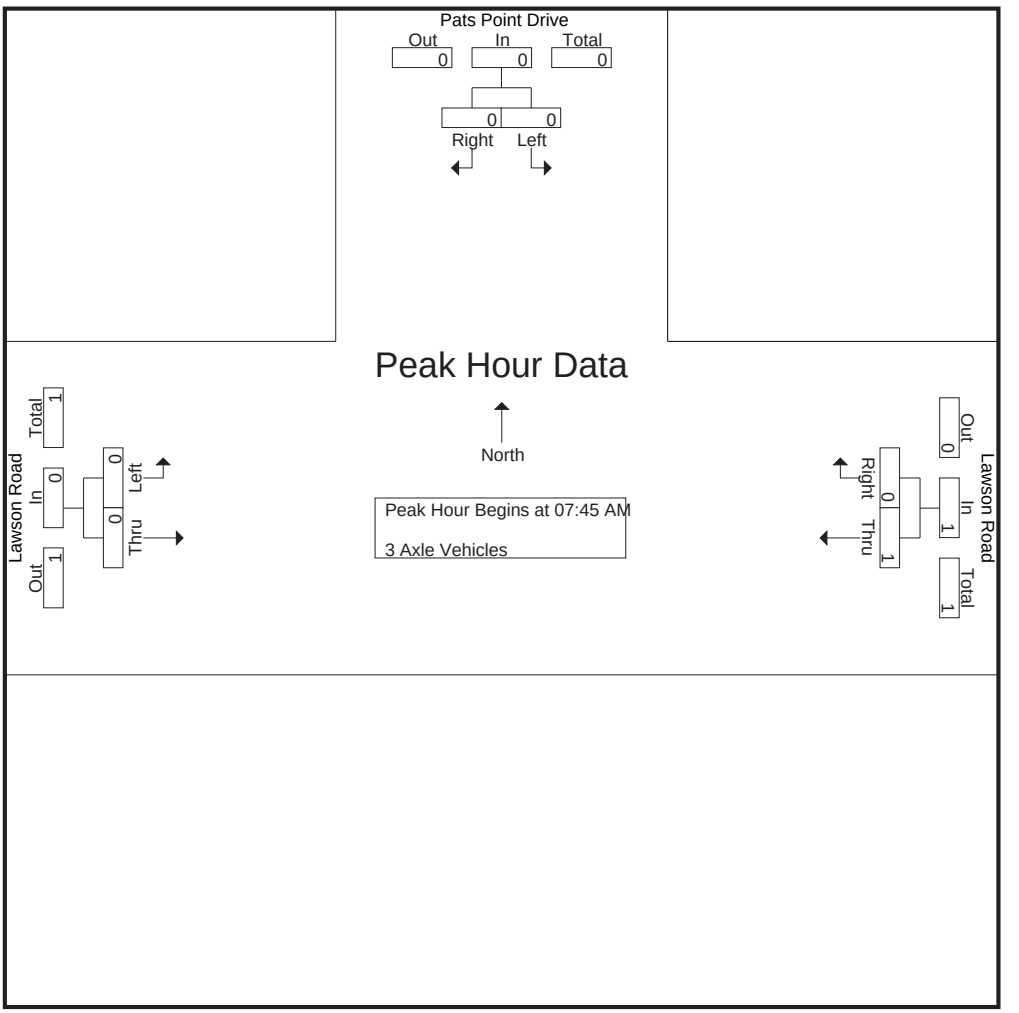

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

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File Name : 08_CRV_Pats_Law AM
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Groups Printed- 4+ Axle Trucks

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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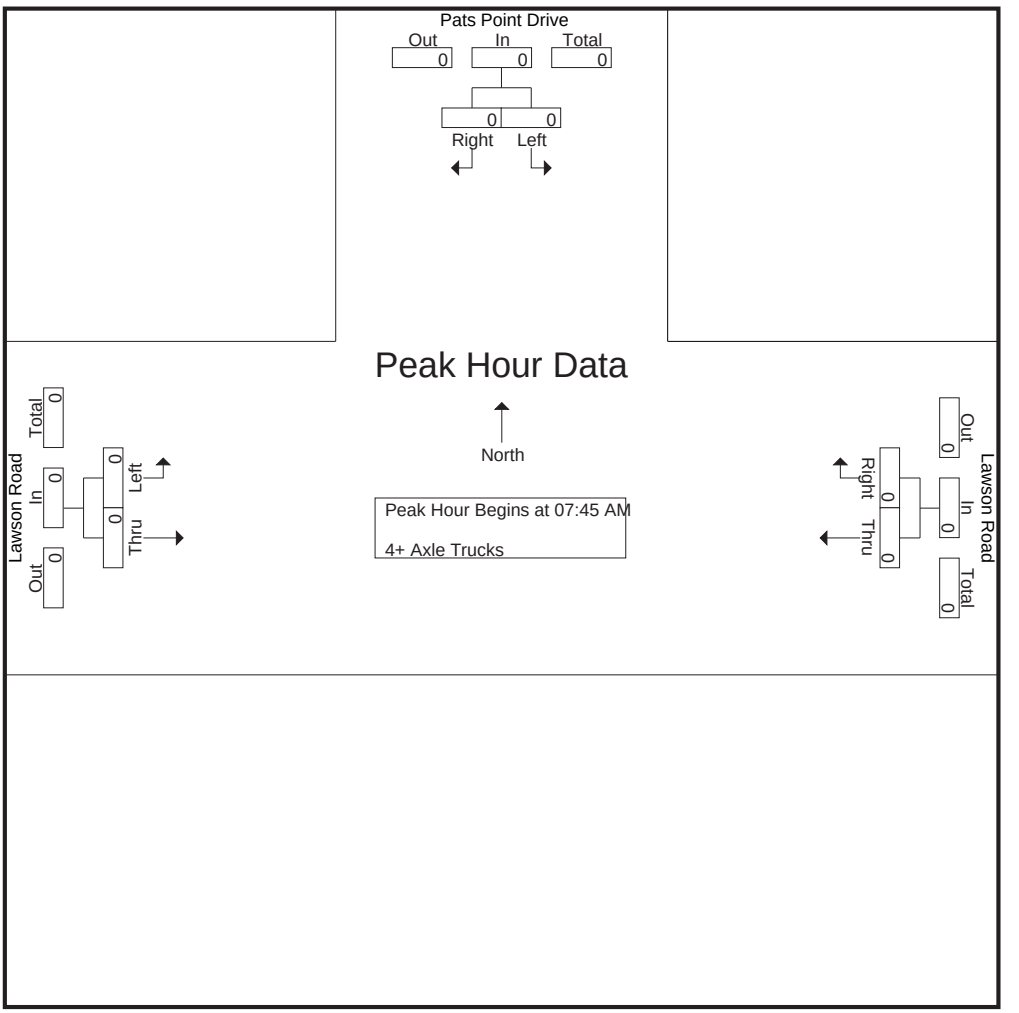

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	12	1	13	0	19	19	32
04:15 PM	1	0	1	19	0	19	0	18	18	38
04:30 PM	0	0	0	16	1	17	1	12	13	30
04:45 PM	0	0	0	14	0	14	0	18	18	32
Total	1	0	1	61	2	63	1	67	68	132
05:00 PM	0	0	0	22	3	25	0	15	15	40
05:15 PM	0	0	0	19	0	19	0	16	16	35
05:30 PM	0	0	0	11	0	11	1	28	29	40
05:45 PM	2	0	2	16	0	16	0	13	13	31
Total	2	0	2	68	3	71	1	72	73	146
Grand Total	3	0	3	129	5	134	2	139	141	278
Apprch %	100	0		96.3	3.7		1.4	98.6		
Total %	1.1	0	1.1	46.4	1.8	48.2	0.7	50	50.7	
Passenger Vehicles	3	0	3	127	5	132	2	134	136	271
% Passenger Vehicles	100	0	100	98.4	100	98.5	100	96.4	96.5	97.5
Large 2 Axle Vehicles	0	0	0	2	0	2	0	2	2	4
% Large 2 Axle Vehicles	0	0	0	1.6	0	1.5	0	1.4	1.4	1.4
3 Axle Vehicles	0	0	0	0	0	0	0	3	3	3
% 3 Axle Vehicles	0	0	0	0	0	0	0	2.2	2.1	1.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	14	0	14	0	18	18	32
05:00 PM	0	0	0	**22**	**3**	**25**	0	15	15	**40**
05:15 PM	0	0	0	19	0	19	0	16	16	35
05:30 PM	0	0	0	11	0	11	**1**	**28**	**29**	40
Total Volume	0	0	0	66	3	69	1	77	78	147
% App. Total	0	0		95.7	4.3		1.3	98.7		
PHF	.000	.000	.000	.750	.250	.690	.250	.688	.672	.919

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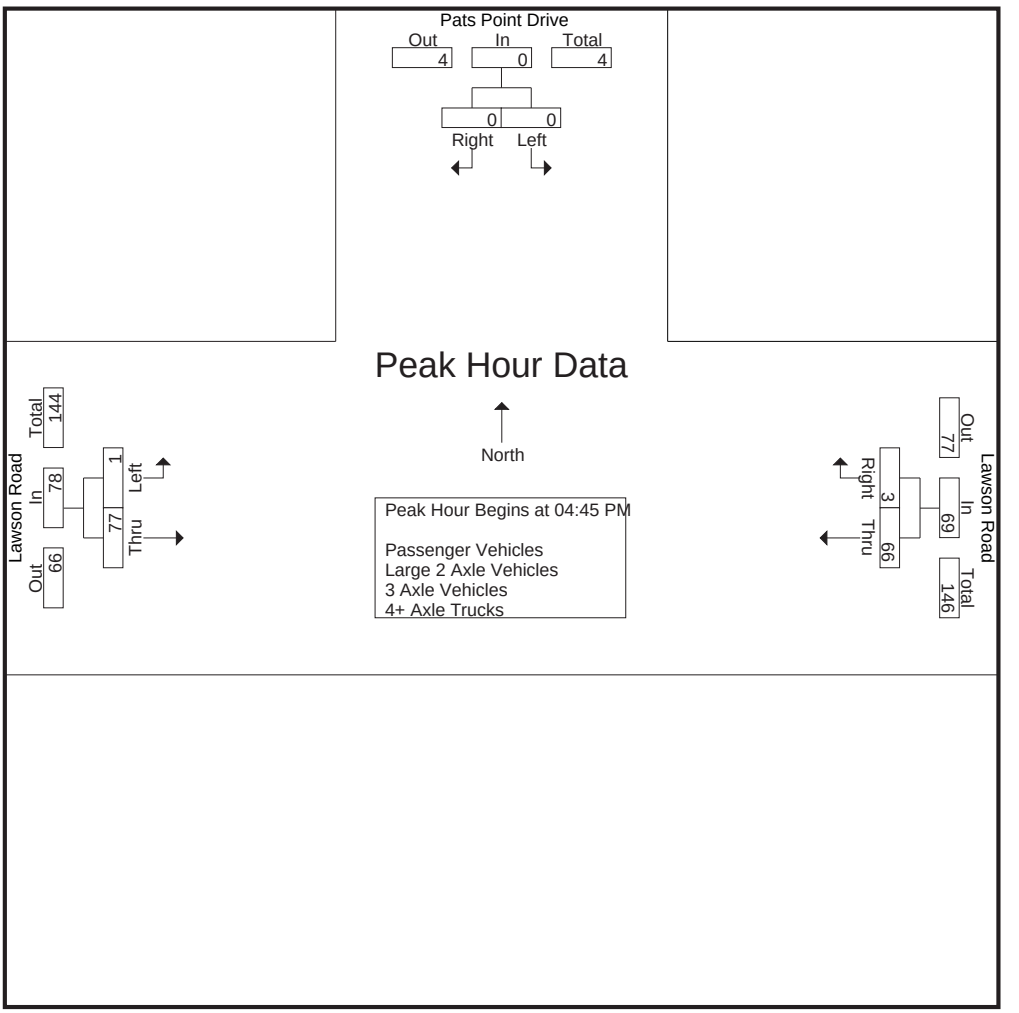

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			04:45 PM		
+0 mins.	0	0	0	19	0	19	0	18	18
+15 mins.	0	0	0	16	1	17	0	15	15
+30 mins.	0	0	0	14	0	14	0	16	16
+45 mins.	**2**	0	**2**	**22**	**3**	**25**	**1**	**28**	**29**
Total Volume	2	0	2	71	4	75	1	77	78
% App. Total	100	0		94.7	5.3		1.3	98.7	
PHF	.250	.000	.250	.807	.333	.750	.250	.688	.672

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Page No : 1

Groups Printed- Passenger Vehicles

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	12	1	13	0	19	19	32
04:15 PM	1	0	1	19	0	19	0	18	18	38
04:30 PM	0	0	0	15	1	16	1	10	11	27
04:45 PM	0	0	0	14	0	14	0	18	18	32
Total	1	0	1	60	2	62	1	65	66	129
05:00 PM	0	0	0	22	3	25	0	14	14	39
05:15 PM	0	0	0	18	0	18	0	15	15	33
05:30 PM	0	0	0	11	0	11	1	27	28	39
05:45 PM	2	0	2	16	0	16	0	13	13	31
Total	2	0	2	67	3	70	1	69	70	142
Grand Total	3	0	3	127	5	132	2	134	136	271
Apprch %	100	0		96.2	3.8		1.5	98.5		
Total %	1.1	0	1.1	46.9	1.8	48.7	0.7	49.4	50.2	

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	14	0	14	0	18	18	32
05:00 PM	0	0	0	**22**	**3**	**25**	0	14	14	**39**
05:15 PM	0	0	0	18	0	18	0	15	15	33
05:30 PM	0	0	0	11	0	11	**1**	**27**	**28**	39
Total Volume	0	0	0	65	3	68	1	74	75	143
% App. Total	0	0		95.6	4.4		1.3	98.7		
PHF	.000	.000	.000	.739	.250	.680	.250	.685	.670	.917

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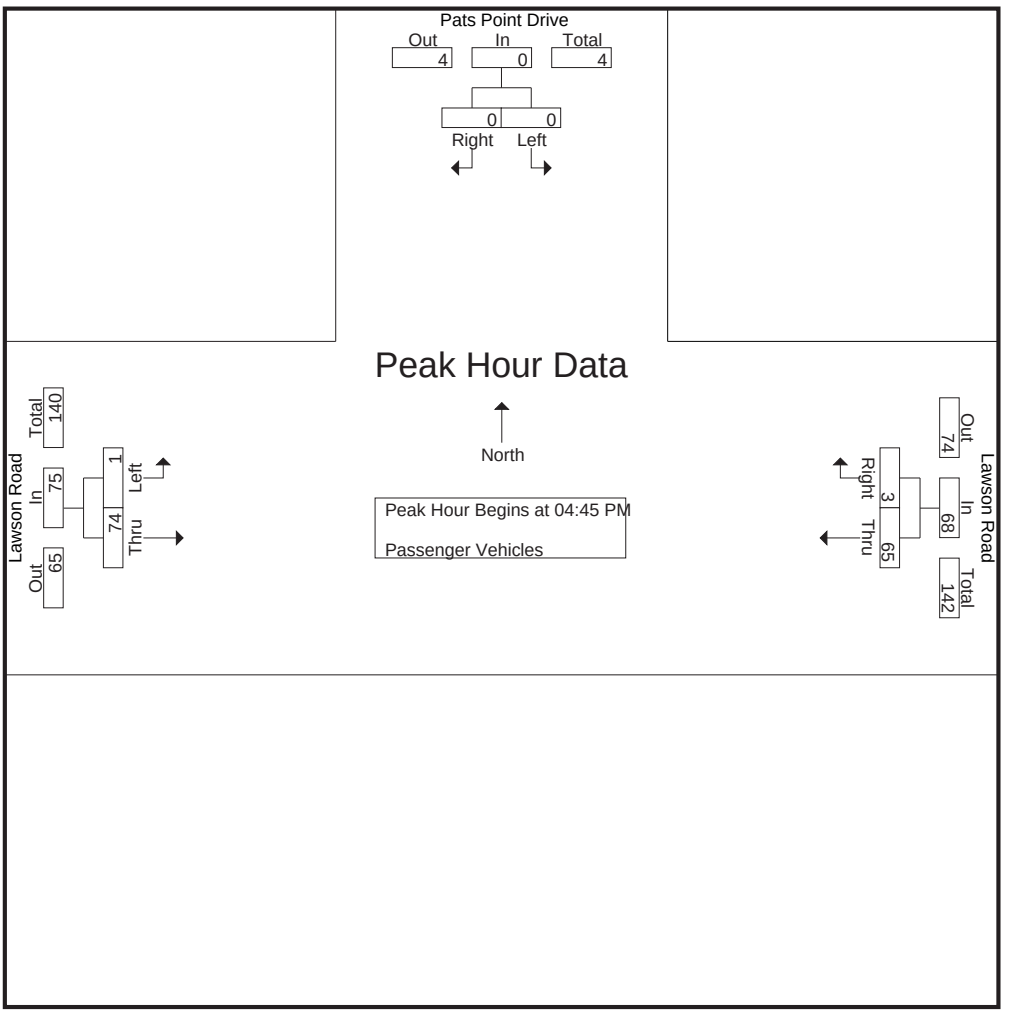

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	14	0	14	0	18	18
+15 mins.	0	0	0	**22**	**3**	**25**	0	14	14
+30 mins.	0	0	0	18	0	18	0	15	15
+45 mins.	0	0	0	11	0	11	**1**	**27**	**28**
Total Volume	0	0	0	65	3	68	1	74	75
% App. Total	0	0		95.6	4.4		1.3	98.7	
PHF	.000	.000	.000	.739	.250	.680	.250	.685	.670

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Groups Printed- Large 2 Axle Vehicles

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	2	2	3
Grand Total	0	0	0	2	0	2	0	2	2	4
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	**1**	0	**1**	0	**1**	**1**	**2**
05:30 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	0	1	0	2	2	3
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500	.375

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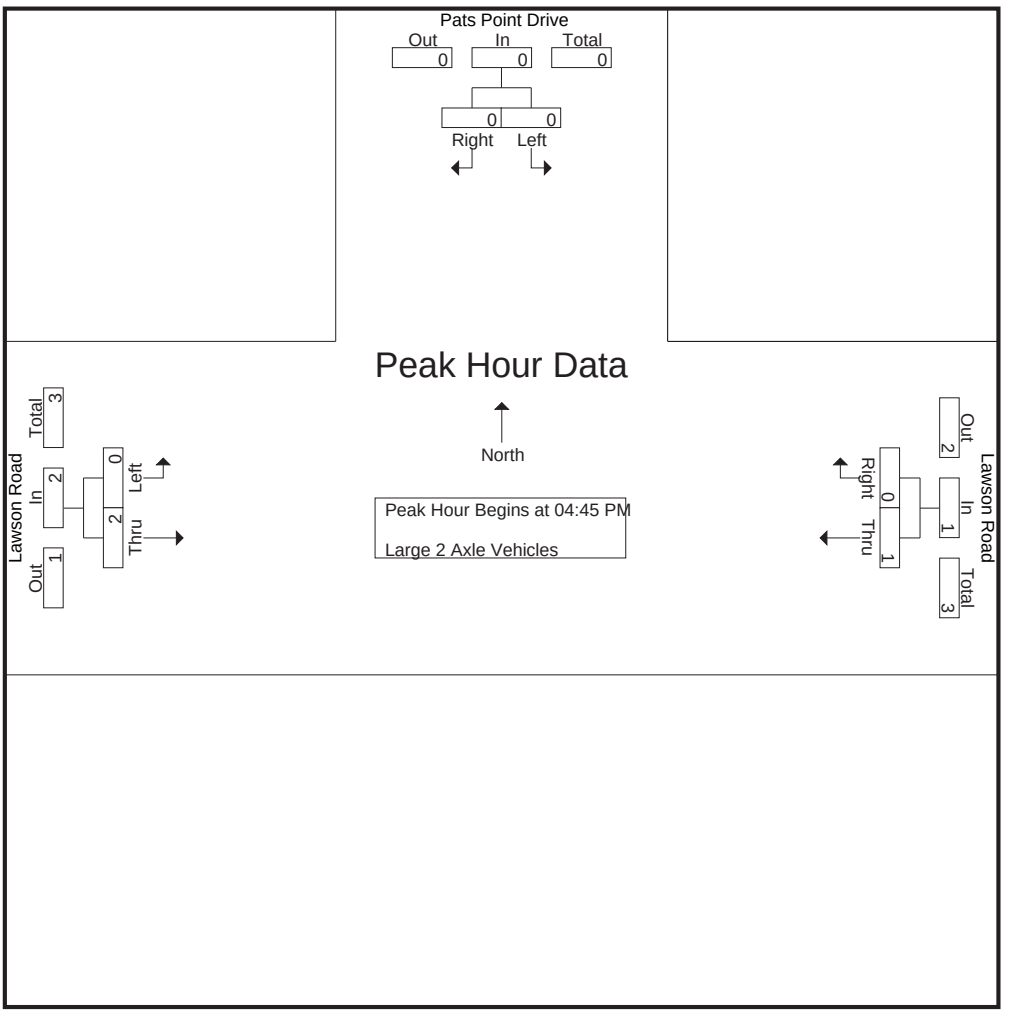

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	**1**	0	**1**	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	1	0	1	0	2	2
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500

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Groups Printed- 3 Axle Vehicles

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	2	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	3	3	3
Apprch %	0	0		0	0		0	100		
Total %	0	0	0	0	0	0	0	100	100	

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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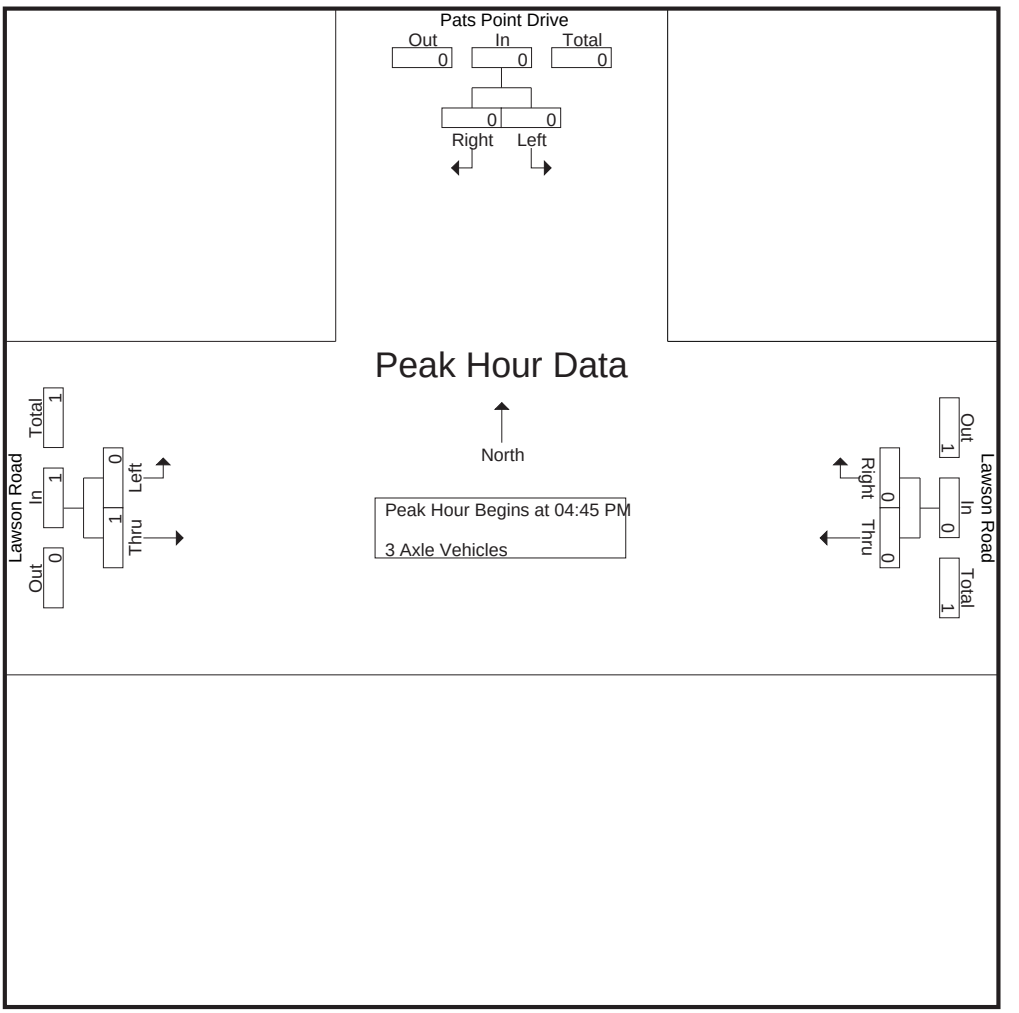

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

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County of Riverside
N/S: Pats Point Drive
E/W: Lawson Road
Weather: Clear

File Name : 08_CRV_Pats_Law PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Pats Point Drive Southbound			Lawson Road Westbound			Lawson Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
N/S: Pats Point Drive
E/W: Lawson Road
Weather: Clear

File Name : 08_CRV_Pats_Law PM
Site Code : 05724184
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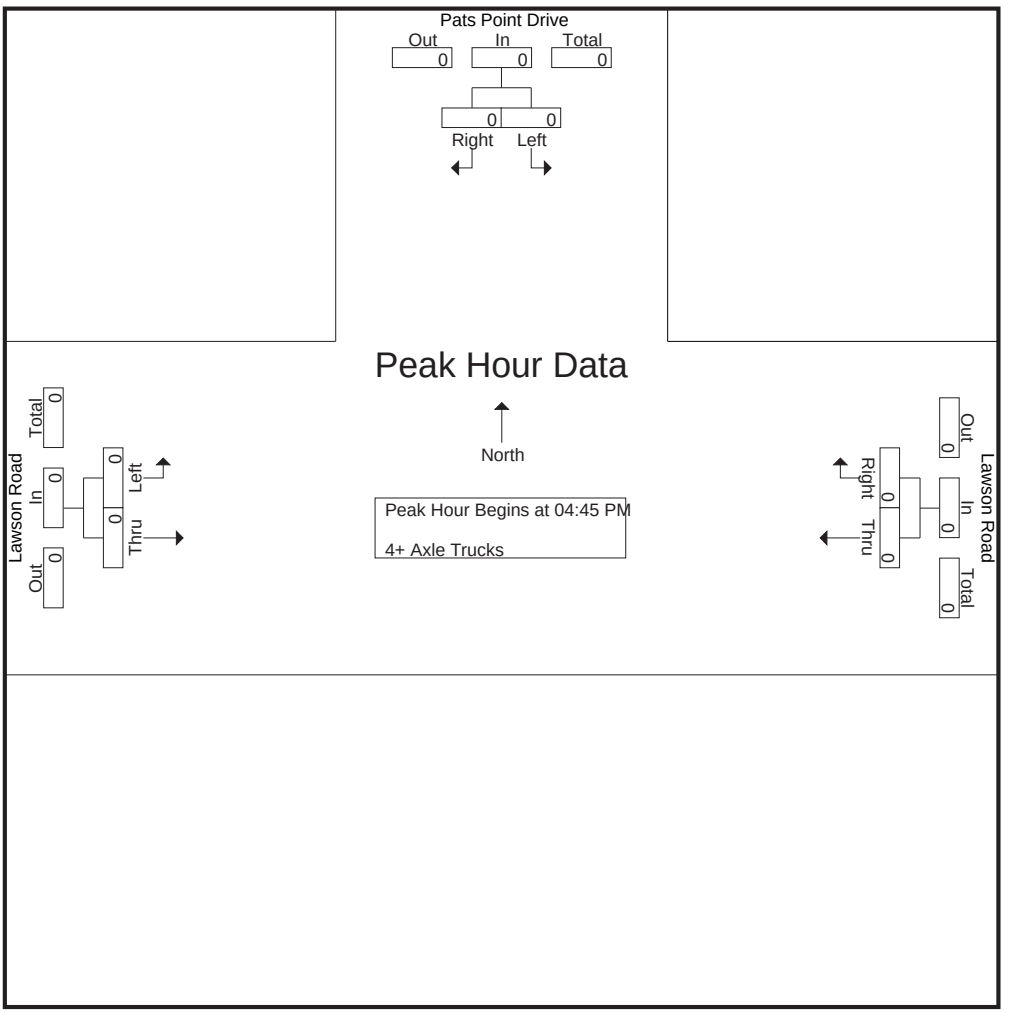

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
N/S: Temescal Canyon Road
E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	63	63	0	0	0	341	1	342	405
07:15 AM	0	70	70	0	1	1	327	1	328	399
07:30 AM	1	88	89	0	0	0	341	1	342	431
07:45 AM	1	116	117	0	0	0	327	1	328	445
Total	2	337	339	0	1	1	1336	4	1340	1680
08:00 AM	4	98	102	0	2	2	312	0	312	416
08:15 AM	5	106	111	0	0	0	305	0	305	416
08:30 AM	3	171	174	0	1	1	258	1	259	434
08:45 AM	1	109	110	0	6	6	195	0	195	311
Total	13	484	497	0	9	9	1070	1	1071	1577
Grand Total	15	821	836	0	10	10	2406	5	2411	3257
Apprch %	1.8	98.2		0	100		99.8	0.2		
Total %	0.5	25.2	25.7	0	0.3	0.3	73.9	0.2	74	
Passenger Vehicles	11	658	669	0	7	7	2273	5	2278	2954
% Passenger Vehicles	73.3	80.1	80	0	70	70	94.5	100	94.5	90.7
Large 2 Axle Vehicles	3	41	44	0	3	3	39	0	39	86
% Large 2 Axle Vehicles	20	5	5.3	0	30	30	1.6	0	1.6	2.6
3 Axle Vehicles	0	52	52	0	0	0	44	0	44	96
% 3 Axle Vehicles	0	6.3	6.2	0	0	0	1.8	0	1.8	2.9
4+ Axle Trucks	1	70	71	0	0	0	50	0	50	121
% 4+ Axle Trucks	6.7	8.5	8.5	0	0	0	2.1	0	2.1	3.7

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	116	117	0	0	0	**327**	**1**	**328**	**445**
08:00 AM	4	98	102	0	**2**	**2**	312	0	312	416
08:15 AM	**5**	106	111	0	0	0	305	0	305	416
08:30 AM	3	**171**	**174**	0	1	1	258	1	259	434
Total Volume	13	491	504	0	3	3	1202	2	1204	1711
% App. Total	2.6	97.4		0	100		99.8	0.2		
PHF	.650	.718	.724	.000	.375	.375	.919	.500	.918	.961

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E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms AM
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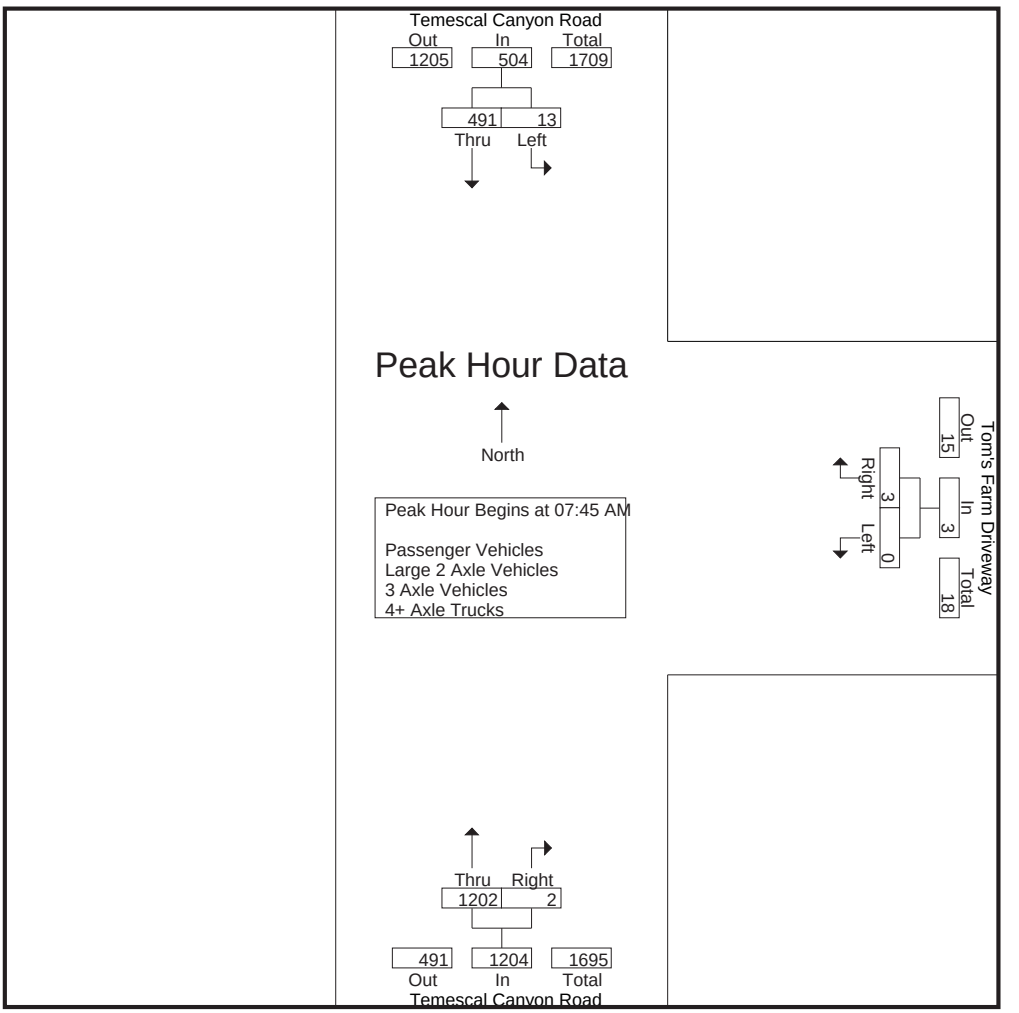

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			07:00 AM		
+0 mins.	1	116	117	0	2	2	**341**	**1**	**342**
+15 mins.	4	98	102	0	0	0	327	1	328
+30 mins.	**5**	106	111	0	1	1	341	1	342
+45 mins.	3	**171**	**174**	0	**6**	**6**	327	1	328
Total Volume	13	491	504	0	9	9	1336	4	1340
% App. Total	2.6	97.4		0	100		99.7	0.3	
PHF	.650	.718	.724	.000	.375	.375	.979	1.000	.980

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County of Riverside
N/S: Temescal Canyon Road
E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms AM
Site Code : 05724184
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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	46	46	0	0	0	323	1	324	370
07:15 AM	0	55	55	0	1	1	310	1	311	367
07:30 AM	1	72	73	0	0	0	330	1	331	404
07:45 AM	1	92	93	0	0	0	316	1	317	410
Total	2	265	267	0	1	1	1279	4	1283	1551
08:00 AM	3	81	84	0	1	1	287	0	287	372
08:15 AM	3	87	90	0	0	0	287	0	287	377
08:30 AM	2	133	135	0	1	1	239	1	240	376
08:45 AM	1	92	93	0	4	4	181	0	181	278
Total	9	393	402	0	6	6	994	1	995	1403
Grand Total	11	658	669	0	7	7	2273	5	2278	2954
Apprch %	1.6	98.4		0	100		99.8	0.2		
Total %	0.4	22.3	22.6	0	0.2	0.2	76.9	0.2	77.1	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	92	93	0	0	0	**316**	**1**	**317**	**410**
08:00 AM	**3**	81	84	0	**1**	**1**	287	0	287	372
08:15 AM	3	87	90	0	0	0	287	0	287	377
08:30 AM	2	**133**	**135**	0	1	1	239	1	240	376
Total Volume	9	393	402	0	2	2	1129	2	1131	1535
% App. Total	2.2	97.8		0	100		99.8	0.2		
PHF	.750	.739	.744	.000	.500	.500	.893	.500	.892	.936

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Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms AM
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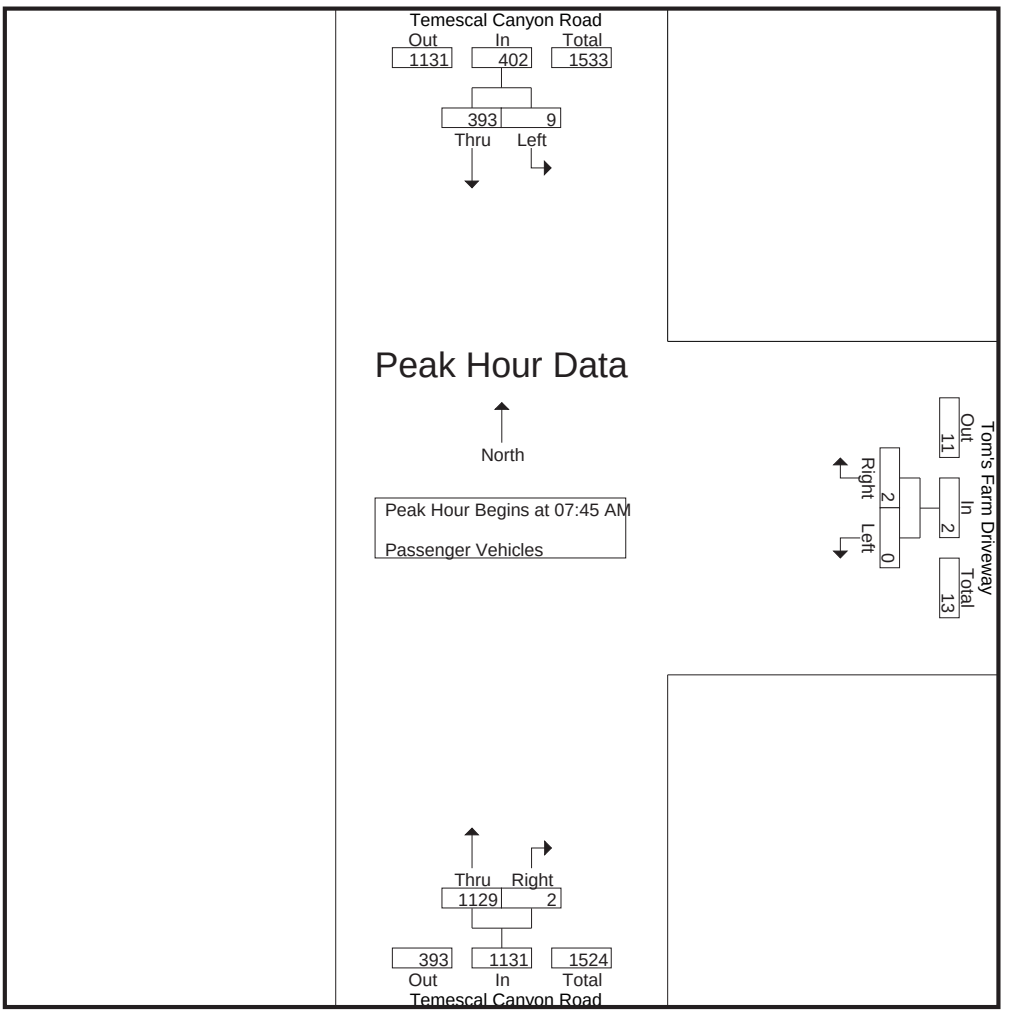

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	1	92	93	0	0	0	**316**	**1**	**317**
+15 mins.	**3**	81	84	0	**1**	**1**	287	0	287
+30 mins.	3	87	90	0	0	0	287	0	287
+45 mins.	2	**133**	**135**	0	1	1	239	1	240
Total Volume	9	393	402	0	2	2	1129	2	1131
% App. Total	2.2	97.8		0	100		99.8	0.2	
PHF	.750	.739	.744	.000	.500	.500	.893	.500	.892

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County of Riverside
N/S: Temescal Canyon Road
E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms AM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	9	0	0	0	6	0	6	15
07:15 AM	0	7	7	0	0	0	7	0	7	14
07:30 AM	0	5	5	0	0	0	3	0	3	8
07:45 AM	0	3	3	0	0	0	4	0	4	7
Total	0	24	24	0	0	0	20	0	20	44
08:00 AM	1	6	7	0	1	1	5	0	5	13
08:15 AM	1	4	5	0	0	0	7	0	7	12
08:30 AM	1	4	5	0	0	0	4	0	4	9
08:45 AM	0	3	3	0	2	2	3	0	3	8
Total	3	17	20	0	3	3	19	0	19	42
Grand Total	3	41	44	0	3	3	39	0	39	86
Apprch %	6.8	93.2		0	100		100	0		
Total %	3.5	47.7	51.2	0	3.5	3.5	45.3	0	45.3	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	3	3	0	0	0	4	0	4	7
08:00 AM	**1**	**6**	**7**	0	**1**	**1**	5	0	5	**13**
08:15 AM	1	4	5	0	0	0	**7**	0	**7**	12
08:30 AM	1	4	5	0	0	0	4	0	4	9
Total Volume	3	17	20	0	1	1	20	0	20	41
% App. Total	15	85		0	100		100	0		
PHF	.750	.708	.714	.000	.250	.250	.714	.000	.714	.788

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File Name : 09_CRV_Tem Cyn_Toms AM
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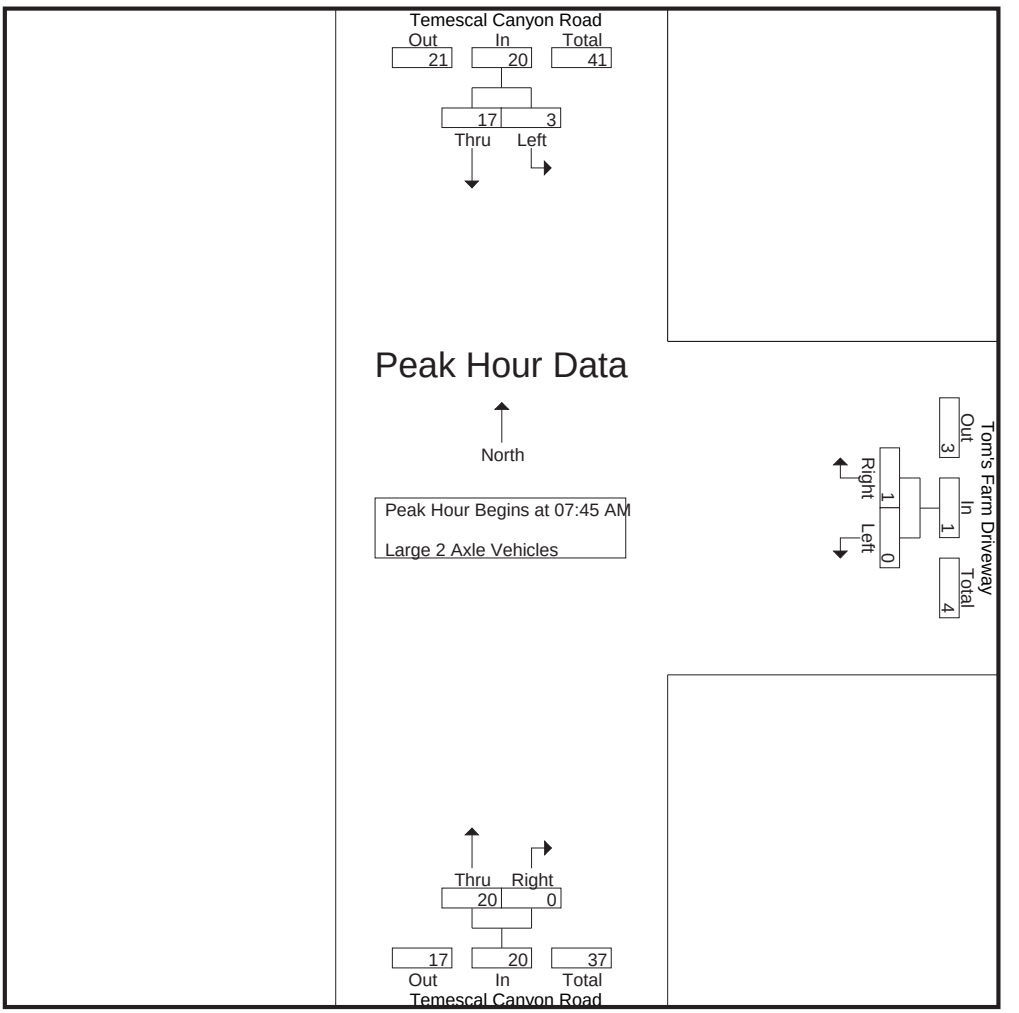

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	3	3	0	0	0	4	0	4
+15 mins.	**1**	**6**	**7**	0	**1**	**1**	5	0	5
+30 mins.	1	4	5	0	0	0	**7**	0	**7**
+45 mins.	1	4	5	0	0	0	4	0	4
Total Volume	3	17	20	0	1	1	20	0	20
% App. Total	15	85		0	100		100	0	
PHF	.750	.708	.714	.000	.250	.250	.714	.000	.714

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E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms AM
Site Code : 05724184
Start Date : 2/29/2024
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Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	4	0	0	0	3	0	3	7
07:15 AM	0	4	4	0	0	0	5	0	5	9
07:30 AM	0	4	4	0	0	0	4	0	4	8
07:45 AM	0	14	14	0	0	0	3	0	3	17
Total	0	26	26	0	0	0	15	0	15	41
08:00 AM	0	3	3	0	0	0	11	0	11	14
08:15 AM	0	6	6	0	0	0	6	0	6	12
08:30 AM	0	12	12	0	0	0	5	0	5	17
08:45 AM	0	5	5	0	0	0	7	0	7	12
Total	0	26	26	0	0	0	29	0	29	55
Grand Total	0	52	52	0	0	0	44	0	44	96
Apprch %	0	100		0	0		100	0		
Total %	0	54.2	54.2	0	0	0	45.8	0	45.8	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**14**	**14**	0	0	0	3	0	3	**17**
08:00 AM	0	3	3	0	0	0	**11**	0	**11**	14
08:15 AM	0	6	6	0	0	0	6	0	6	12
08:30 AM	0	12	12	0	0	0	5	0	5	17
Total Volume	0	35	35	0	0	0	25	0	25	60
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.568	.000	.568	.882

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County of Riverside
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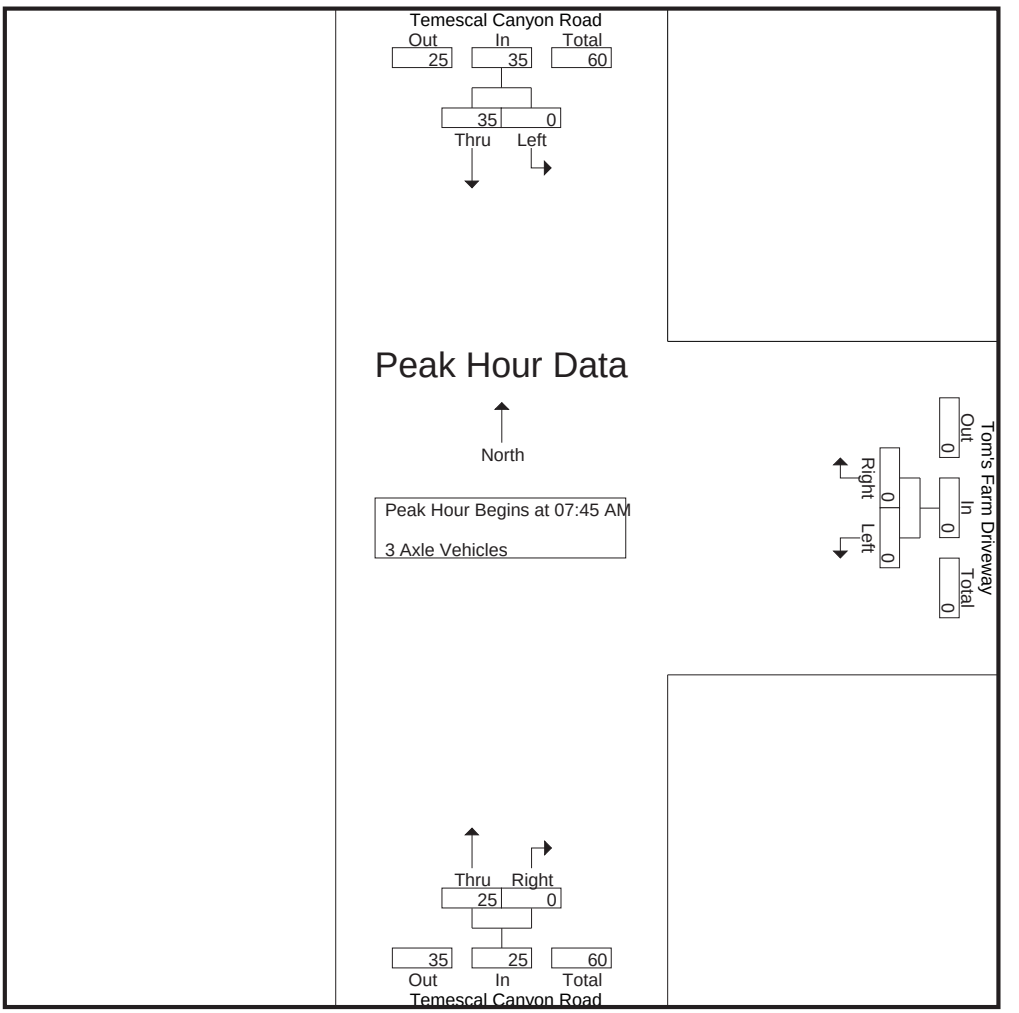

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	**14**	**14**	0	0	0	3	0	3
+15 mins.	0	3	3	0	0	0	**11**	0	**11**
+30 mins.	0	6	6	0	0	0	6	0	6
+45 mins.	0	12	12	0	0	0	5	0	5
Total Volume	0	35	35	0	0	0	25	0	25
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.568	.000	.568

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Weather: Clear

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Site Code : 05724184
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Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	4	0	0	0	9	0	9	13
07:15 AM	0	4	4	0	0	0	5	0	5	9
07:30 AM	0	7	7	0	0	0	4	0	4	11
07:45 AM	0	7	7	0	0	0	4	0	4	11
Total	0	22	22	0	0	0	22	0	22	44
08:00 AM	0	8	8	0	0	0	9	0	9	17
08:15 AM	1	9	10	0	0	0	5	0	5	15
08:30 AM	0	22	22	0	0	0	10	0	10	32
08:45 AM	0	9	9	0	0	0	4	0	4	13
Total	1	48	49	0	0	0	28	0	28	77
Grand Total	1	70	71	0	0	0	50	0	50	121
Apprch %	1.4	98.6		0	0		100	0		
Total %	0.8	57.9	58.7	0	0	0	41.3	0	41.3	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	7	7	0	0	0	4	0	4	11
08:00 AM	0	8	8	0	0	0	9	0	9	17
08:15 AM	**1**	9	10	0	0	0	5	0	5	15
08:30 AM	0	**22**	**22**	0	0	0	**10**	0	**10**	**32**
Total Volume	1	46	47	0	0	0	28	0	28	75
% App. Total	2.1	97.9		0	0		100	0		
PHF	.250	.523	.534	.000	.000	.000	.700	.000	.700	.586

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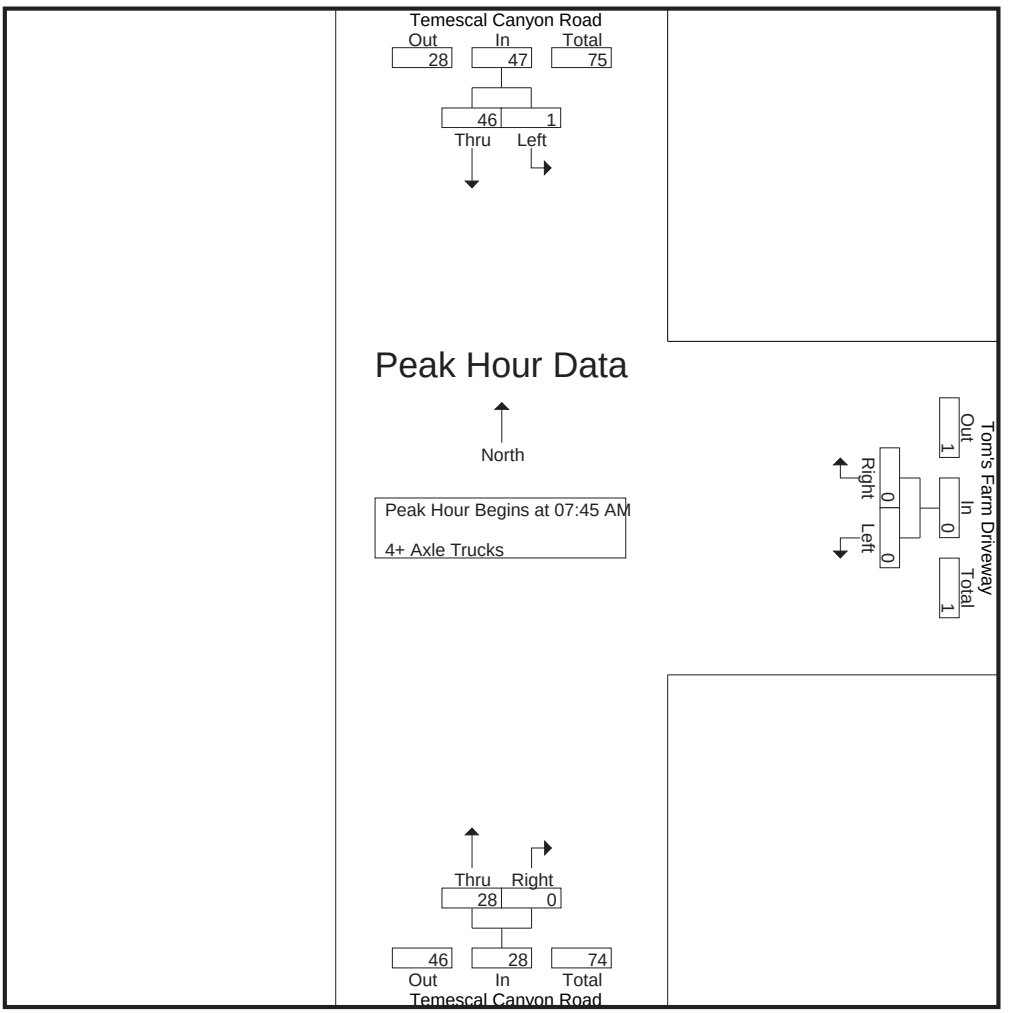

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	7	7	0	0	0	4	0	4
+15 mins.	0	8	8	0	0	0	9	0	9
+30 mins.	**1**	9	10	0	0	0	5	0	5
+45 mins.	0	**22**	**22**	0	0	0	**10**	0	**10**
Total Volume	1	46	47	0	0	0	28	0	28
% App. Total	2.1	97.9		0	0		100	0	
PHF	.250	.523	.534	.000	.000	.000	.700	.000	.700

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County of Riverside
N/S: Temescal Canyon Road
E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms PM
Site Code : 05724184
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	180	183	0	2	2	117	1	118	303
04:15 PM	10	175	185	2	7	9	106	0	106	300
04:30 PM	9	178	187	2	5	7	128	0	128	322
04:45 PM	6	161	167	0	11	11	103	0	103	281
Total	28	694	722	4	25	29	454	1	455	1206
05:00 PM	0	167	167	3	3	6	100	0	100	273
05:15 PM	6	195	201	0	4	4	124	1	125	330
05:30 PM	1	151	152	1	2	3	123	0	123	278
05:45 PM	3	162	165	0	5	5	107	0	107	277
Total	10	675	685	4	14	18	454	1	455	1158
Grand Total	38	1369	1407	8	39	47	908	2	910	2364
Apprch %	2.7	97.3		17	83		99.8	0.2		
Total %	1.6	57.9	59.5	0.3	1.6	2	38.4	0.1	38.5	
Passenger Vehicles	38	1311	1349	8	37	45	859	2	861	2255
% Passenger Vehicles	100	95.8	95.9	100	94.9	95.7	94.6	100	94.6	95.4
Large 2 Axle Vehicles	0	22	22	0	2	2	28	0	28	52
% Large 2 Axle Vehicles	0	1.6	1.6	0	5.1	4.3	3.1	0	3.1	2.2
3 Axle Vehicles	0	9	9	0	0	0	15	0	15	24
% 3 Axle Vehicles	0	0.7	0.6	0	0	0	1.7	0	1.6	1
4+ Axle Trucks	0	27	27	0	0	0	6	0	6	33
% 4+ Axle Trucks	0	2	1.9	0	0	0	0.7	0	0.7	1.4

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	**180**	183	0	2	2	117	**1**	118	303
04:15 PM	**10**	175	185	**2**	7	9	106	0	106	300
04:30 PM	9	178	**187**	2	5	7	**128**	0	**128**	**322**
04:45 PM	6	161	167	0	**11**	**11**	103	0	103	281
Total Volume	28	694	722	4	25	29	454	1	455	1206
% App. Total	3.9	96.1		13.8	86.2		99.8	0.2		
PHF	.700	.964	.965	.500	.568	.659	.887	.250	.889	.936

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File Name : 09_CRV_Tem Cyn_Toms PM
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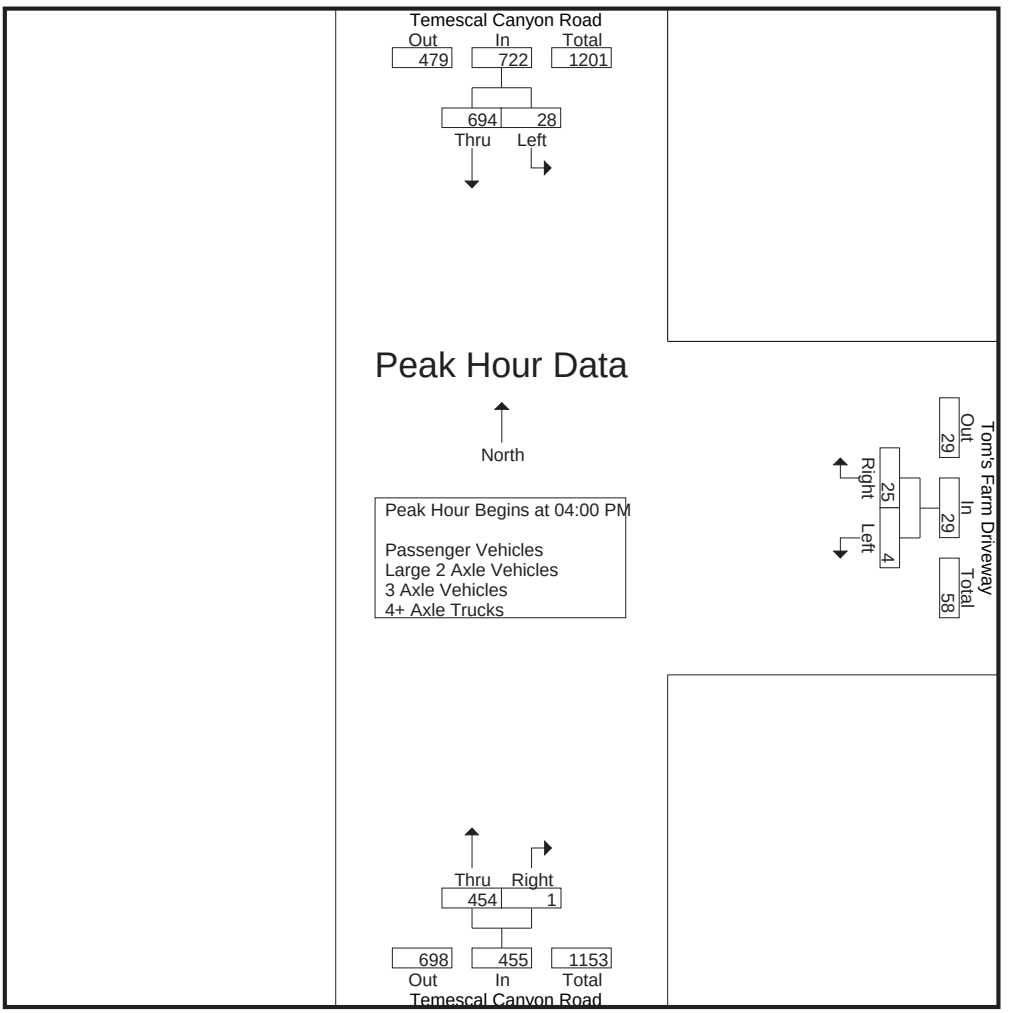

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:30 PM		
+0 mins.	3	**180**	183	2	7	9	**128**	0	**128**
+15 mins.	**10**	175	185	2	5	7	103	0	103
+30 mins.	9	178	**187**	0	**11**	**11**	100	0	100
+45 mins.	6	161	167	**3**	3	6	124	**1**	125
Total Volume	28	694	722	7	26	33	455	1	456
% App. Total	3.9	96.1		21.2	78.8		99.8	0.2	
PHF	.700	.964	.965	.583	.591	.750	.889	.250	.891

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File Name : 09_CRV_Tem Cyn_Toms PM
Site Code : 05724184
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Groups Printed- Passenger Vehicles

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	169	172	0	2	2	107	1	108	282
04:15 PM	10	164	174	2	7	9	96	0	96	279
04:30 PM	9	171	180	2	4	6	121	0	121	307
04:45 PM	6	154	160	0	10	10	100	0	100	270
Total	28	658	686	4	23	27	424	1	425	1138
05:00 PM	0	160	160	3	3	6	96	0	96	262
05:15 PM	6	185	191	0	4	4	119	1	120	315
05:30 PM	1	149	150	1	2	3	115	0	115	268
05:45 PM	3	159	162	0	5	5	105	0	105	272
Total	10	653	663	4	14	18	435	1	436	1117
Grand Total	38	1311	1349	8	37	45	859	2	861	2255
Apprch %	2.8	97.2		17.8	82.2		99.8	0.2		
Total %	1.7	58.1	59.8	0.4	1.6	2	38.1	0.1	38.2	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	169	172	0	2	2	107	**1**	108	282
04:15 PM	**10**	164	174	**2**	7	9	96	0	96	279
04:30 PM	9	**171**	**180**	2	4	6	**121**	0	**121**	**307**
04:45 PM	6	154	160	0	**10**	**10**	100	0	100	270
Total Volume	28	658	686	4	23	27	424	1	425	1138
% App. Total	4.1	95.9		14.8	85.2		99.8	0.2		
PHF	.700	.962	.953	.500	.575	.675	.876	.250	.878	.927

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County of Riverside
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Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms PM
Site Code : 05724184
Start Date : 2/29/2024
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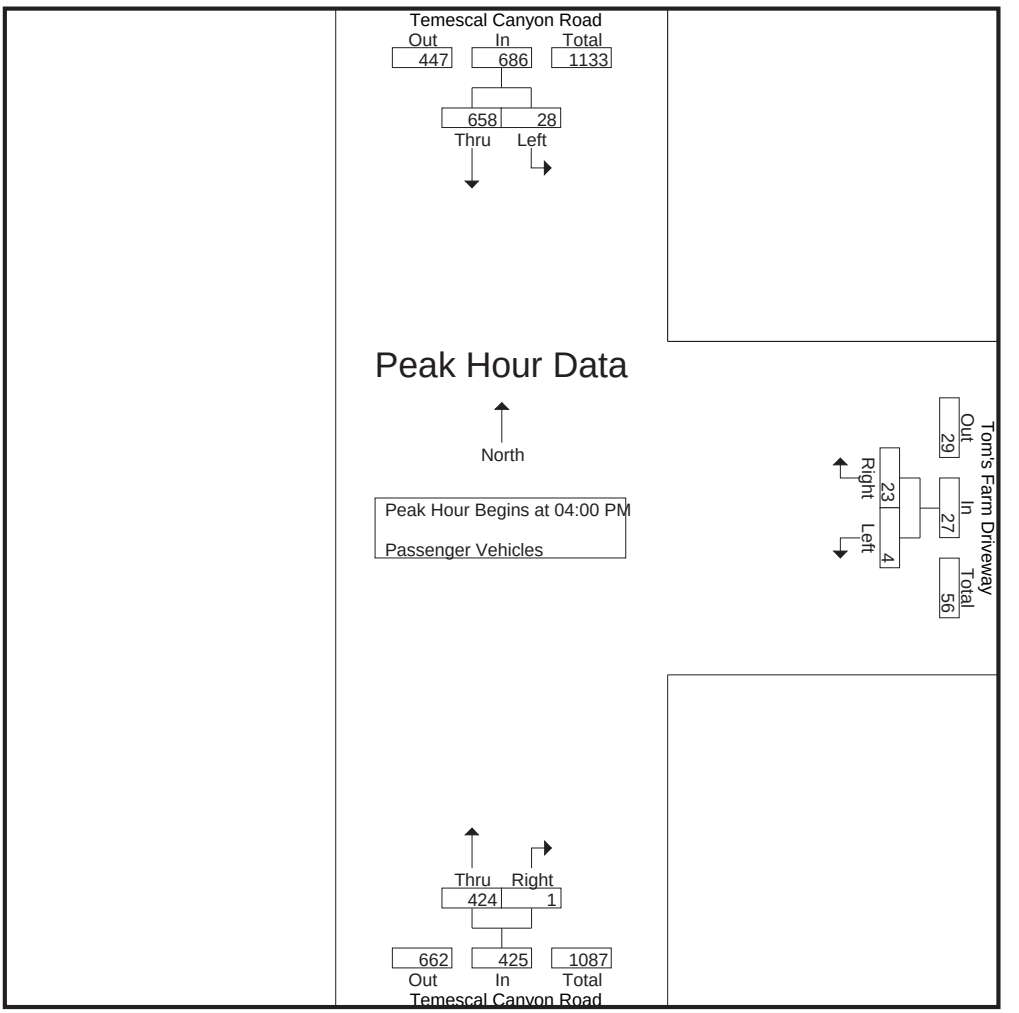

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	169	172	0	2	2	107	**1**	108
+15 mins.	**10**	164	174	**2**	7	9	96	0	96
+30 mins.	9	**171**	**180**	2	4	6	**121**	0	**121**
+45 mins.	6	154	160	0	**10**	**10**	100	0	100
Total Volume	28	658	686	4	23	27	424	1	425
% App. Total	4.1	95.9		14.8	85.2		99.8	0.2	
PHF	.700	.962	.953	.500	.575	.675	.876	.250	.878

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County of Riverside
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E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	0	0	0	5	0	5	8
04:15 PM	0	6	6	0	0	0	6	0	6	12
04:30 PM	0	2	2	0	1	1	3	0	3	6
04:45 PM	0	3	3	0	1	1	2	0	2	6
Total	0	14	14	0	2	2	16	0	16	32
05:00 PM	0	5	5	0	0	0	1	0	1	6
05:15 PM	0	1	1	0	0	0	3	0	3	4
05:30 PM	0	1	1	0	0	0	8	0	8	9
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	8	8	0	0	0	12	0	12	20
Grand Total	0	22	22	0	2	2	28	0	28	52
Apprch %	0	100		0	100		100	0		
Total %	0	42.3	42.3	0	3.8	3.8	53.8	0	53.8	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	3	3	0	0	0	5	0	5	8
04:15 PM	0	**6**	**6**	0	0	0	**6**	0	**6**	**12**
04:30 PM	0	2	2	0	**1**	**1**	3	0	3	6
04:45 PM	0	3	3	0	1	1	2	0	2	6
Total Volume	0	14	14	0	2	2	16	0	16	32
% App. Total	0	100		0	100		100	0		
PHF	.000	.583	.583	.000	.500	.500	.667	.000	.667	.667

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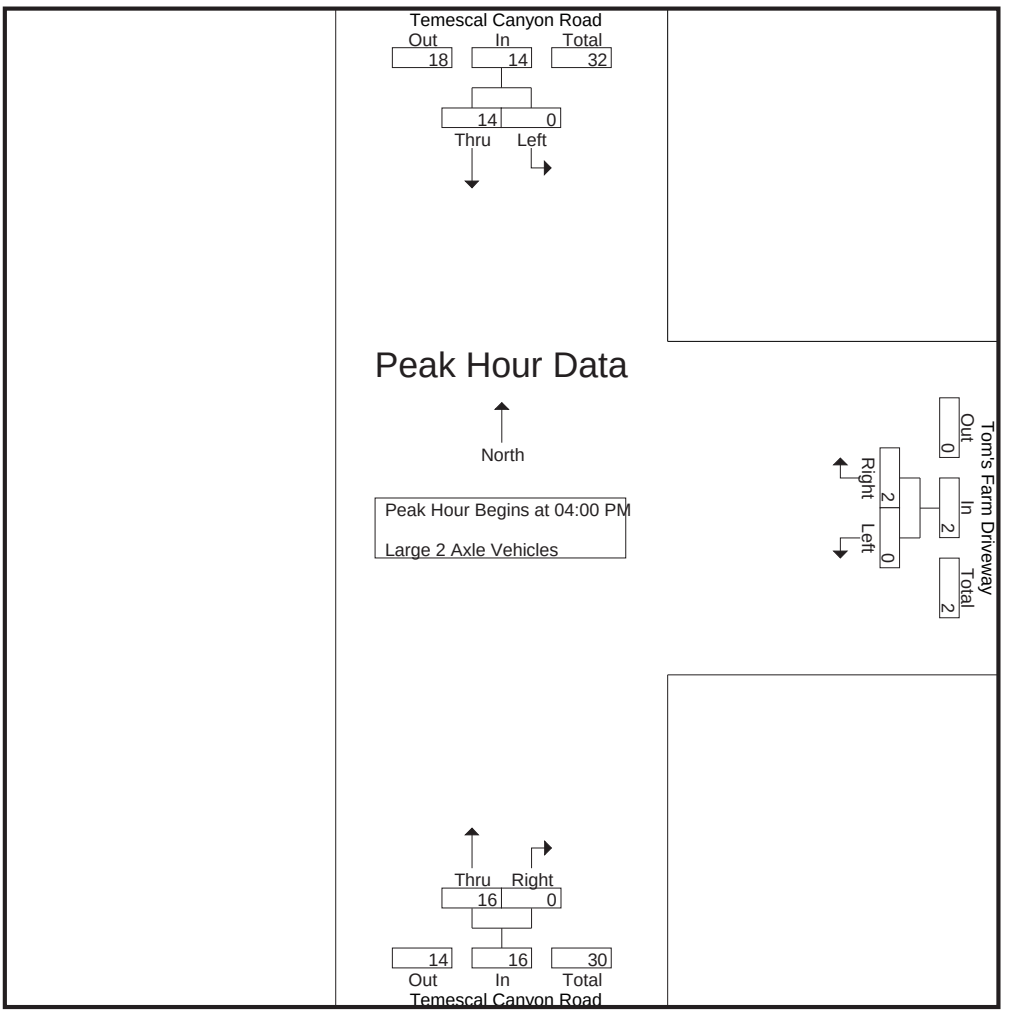
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	3	3	0	0	0	5	0	5
+15 mins.	0	**6**	**6**	0	0	0	**6**	0	**6**
+30 mins.	0	2	2	0	**1**	**1**	3	0	3
+45 mins.	0	3	3	0	1	1	2	0	2
Total Volume	0	14	14	0	2	2	16	0	16
% App. Total	0	100		0	100		100	0	
PHF	.000	.583	.583	.000	.500	.500	.667	.000	.667

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E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	0	0	0	4	0	4	7
04:15 PM	0	1	1	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	0	4	0	4	4
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	5	5	0	0	0	11	0	11	16
05:00 PM	0	1	1	0	0	0	2	0	2	3
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	2	0	0	0	0	0	0	2
Total	0	4	4	0	0	0	4	0	4	8
Grand Total	0	9	9	0	0	0	15	0	15	24
Apprch %	0	100		0	0		100	0		
Total %	0	37.5	37.5	0	0	0	62.5	0	62.5	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**3**	**3**	0	0	0	**4**	0	**4**	**7**
04:15 PM	0	1	1	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	0	4	0	4	4
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	5	5	0	0	0	11	0	11	16
% App. Total	0	100		0	0		100	0		
PHF	.000	.417	.417	.000	.000	.000	.688	.000	.688	.571

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File Name : 09_CRV_Tem Cyn_Toms PM
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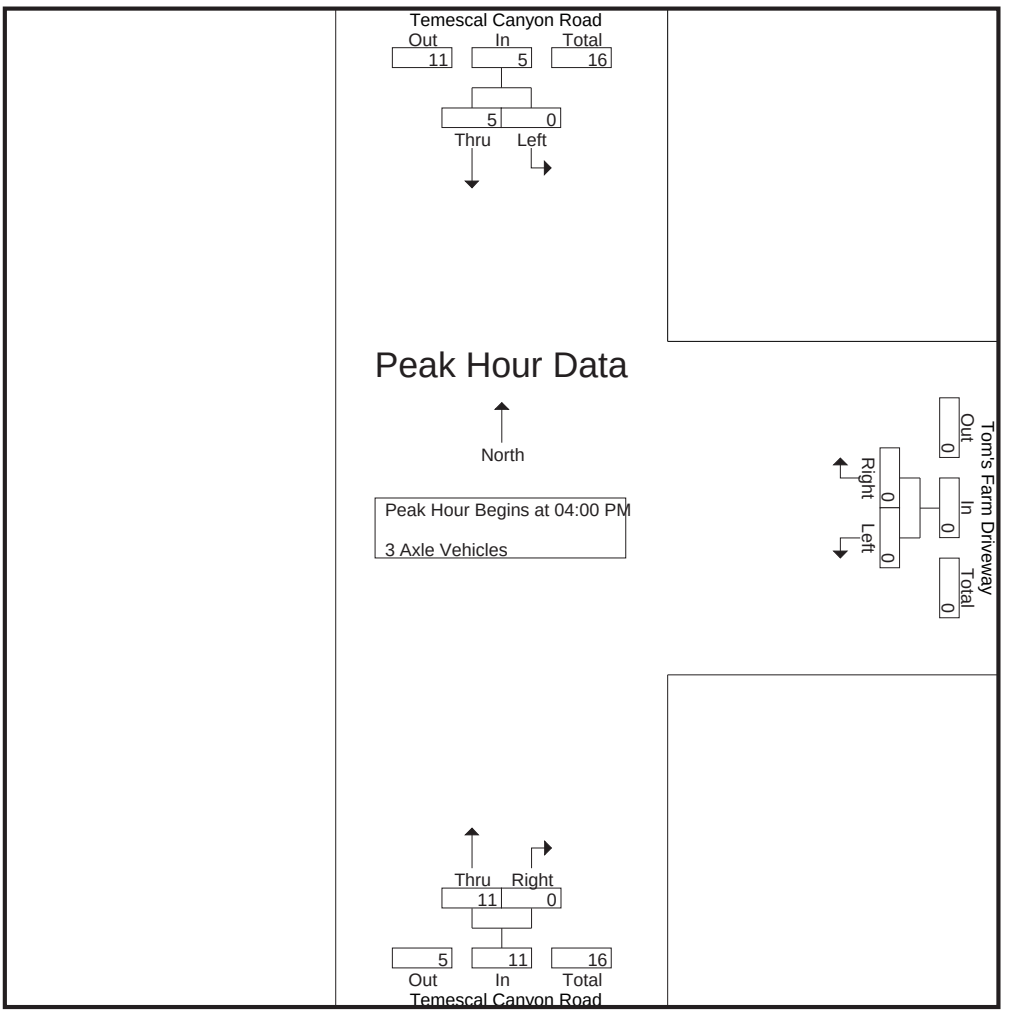

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**3**	**3**	0	0	0	**4**	0	**4**
+15 mins.	0	1	1	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	4	0	4
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	5	5	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.417	.417	.000	.000	.000	.688	.000	.688

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County of Riverside
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E/W: Tom's Farm Driveway
Weather: Clear

File Name : 09_CRV_Tem Cyn_Toms PM
Site Code : 05724184
Start Date : 2/29/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	0	0	1	0	1	6
04:15 PM	0	4	4	0	0	0	1	0	1	5
04:30 PM	0	5	5	0	0	0	0	0	0	5
04:45 PM	0	3	3	0	0	0	1	0	1	4
Total	0	17	17	0	0	0	3	0	3	20
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	8	8	0	0	0	0	0	0	8
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	10	10	0	0	0	3	0	3	13
Grand Total	0	27	27	0	0	0	6	0	6	33
Apprch %	0	100		0	0		100	0		
Total %	0	81.8	81.8	0	0	0	18.2	0	18.2	

	Temescal Canyon Road Southbound			Tom's Farm Driveway Westbound			Temescal Canyon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**5**	**5**	0	0	0	**1**	0	**1**	**6**
04:15 PM	0	4	4	0	0	0	1	0	1	5
04:30 PM	0	5	5	0	0	0	0	0	0	5
04:45 PM	0	3	3	0	0	0	1	0	1	4
Total Volume	0	17	17	0	0	0	3	0	3	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.850	.850	.000	.000	.000	.750	.000	.750	.833

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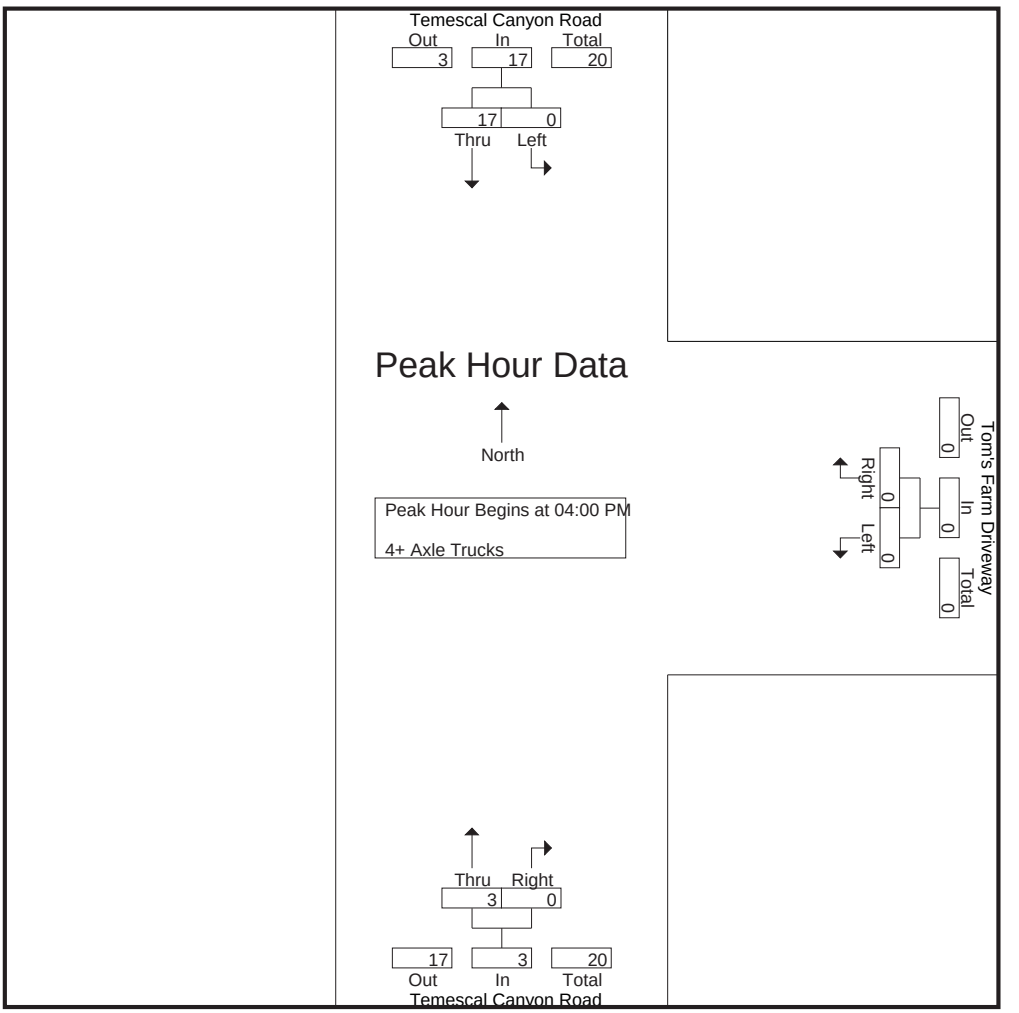

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**5**	**5**	0	0	0	**1**	0	**1**
+15 mins.	0	4	4	0	0	0	1	0	1
+30 mins.	0	5	5	0	0	0	0	0	0
+45 mins.	0	3	3	0	0	0	1	0	1
Total Volume	0	17	17	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.850	.850	.000	.000	.000	.750	.000	.750

APPENDIX B-II

ROADWAY SEGMENTS

Counts Unlimited, Inc.

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email: counts@countsunlimited.com

County of Riverside
Temescal Canyon Road
S/ Lawson Road
24 Hour Directional Classification Count

CRV001
Site Code: 057-24184

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/29/24	0	22	1	0	0	3	0	0	2	0	1	0	0	29
01:00	0	20	1	0	0	3	0	0	1	0	2	0	0	27
02:00	0	27	2	0	0	3	5	0	3	0	2	0	0	42
03:00	0	46	4	0	0	8	3	0	1	0	10	**1**	0	73
04:00	0	127	5	1	0	34	8	0	4	0	12	1	0	192
05:00	1	314	21	2	2	**48**	5	0	4	0	**15**	0	0	412
06:00	2	1172	54	4	2	18	5	0	13	0	5	0	0	1275
07:00	**3**	**1229**	63	**12**	4	20	6	0	7	0	5	0	0	**1349**
08:00	0	932	57	7	4	24	**14**	0	14	0	5	0	0	1057
09:00	1	736	64	0	8	28	8	1	**31**	0	9	0	0	886
10:00	0	689	77	0	11	34	11	0	21	0	8	0	0	851
11:00	0	775	**96**	3	**24**	32	13	**2**	18	0	3	0	0	966
12 PM	**2**	343	46	2	**12**	**30**	**8**	0	**22**	0	**8**	0	0	473
13:00	0	357	51	1	7	27	7	**1**	20	0	4	0	0	475
14:00	0	**421**	46	2	8	26	5	0	10	0	2	0	0	520
15:00	1	407	**60**	**13**	11	17	0	0	11	0	1	0	0	**521**
16:00	1	385	35	7	1	6	1	0	2	0	2	0	0	440
17:00	0	381	31	2	6	0	0	1	2	0	2	0	0	425
18:00	2	241	12	1	0	8	0	0	0	0	0	0	0	264
19:00	1	147	6	1	0	4	3	0	0	0	3	0	0	165
20:00	0	107	3	0	0	2	0	0	0	0	2	0	0	114
21:00	0	94	3	0	0	0	0	0	2	0	4	0	0	103
22:00	0	60	3	0	1	2	3	0	0	0	2	0	0	71
23:00	0	31	0	0	0	5	2	0	0	0	3	0	0	41
Total	14	9063	741	58	101	382	107	5	188	0	110	2	0	10771
Percent	0.1%	84.1%	6.9%	0.5%	0.9%	3.5%	1.0%	0.0%	1.7%	0.0%	1.0%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00	07:00	11:00	05:00	08:00	11:00	09:00		05:00	03:00		07:00
Vol.	3	1229	96	12	24	48	14	2	31		15	1		1349
PM Peak	12:00	14:00	15:00	15:00	12:00	12:00	12:00	13:00	12:00		12:00			15:00
Vol.	2	421	60	13	12	30	8	1	22		8			521
Grand Total	14	9063	741	58	101	382	107	5	188	0	110	2	0	10771
Percent	0.1%	84.1%	6.9%	0.5%	0.9%	3.5%	1.0%	0.0%	1.7%	0.0%	1.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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Phone: (951) 268-6268
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County of Riverside
Temescal Canyon Road
S/ Lawson Road
24 Hour Directional Classification Count

CRV001
Site Code: 057-24184

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/29/24	**1**	47	5	0	0	4	0	0	1	0	2	0	0	60
01:00	0	27	1	0	2	3	0	0	3	0	6	0	0	42
02:00	0	20	0	0	0	6	1	0	2	0	7	0	0	36
03:00	0	43	4	0	0	8	0	0	2	0	**18**	0	0	75
04:00	0	56	2	1	6	19	0	0	4	0	11	0	0	99
05:00	0	76	1	0	**10**	12	0	**3**	3	**1**	12	0	0	118
06:00	0	151	20	3	6	33	1	0	15	0	9	0	0	238
07:00	0	236	25	**10**	8	30	2	0	7	0	7	0	0	325
08:00	0	**327**	**44**	2	8	**34**	5	0	**29**	0	8	0	0	**457**
09:00	0	247	23	0	4	34	6	1	24	0	6	0	0	345
10:00	1	269	24	2	4	19	8	1	10	0	11	0	0	349
11:00	0	281	20	1	10	32	**11**	0	19	0	8	0	0	382
12 PM	1	374	21	1	4	28	**15**	**1**	**25**	0	**5**	0	0	475
13:00	0	396	14	0	2	**31**	7	0	10	0	5	0	0	465
14:00	**4**	**608**	26	**10**	**10**	24	6	0	7	0	2	0	0	**697**
15:00	3	507	12	3	7	14	6	0	7	0	4	0	0	563
16:00	1	585	**40**	8	3	17	1	0	4	0	0	0	0	659
17:00	1	588	14	1	2	13	1	0	1	0	0	0	0	621
18:00	1	553	30	1	6	9	0	0	1	0	4	0	0	605
19:00	0	475	14	0	0	3	0	0	1	0	1	0	0	494
20:00	2	348	3	0	0	1	0	0	0	0	5	0	0	359
21:00	1	253	0	0	0	7	0	1	0	0	3	0	0	265
22:00	0	136	1	0	0	2	0	0	0	0	3	0	0	142
23:00	0	85	0	0	0	4	2	0	0	0	2	0	0	93
Total	16	6688	344	43	92	387	72	7	175	1	139	0	0	7964
Percent	0.2%	84.0%	4.3%	0.5%	1.2%	4.9%	0.9%	0.1%	2.2%	0.0%	1.7%	0.0%	0.0%	
AM Peak	00:00	08:00	08:00	07:00	05:00	08:00	11:00	05:00	08:00	05:00	03:00			08:00
Vol.	1	327	44	10	10	34	11	3	29	1	18			457
PM Peak	14:00	14:00	16:00	14:00	14:00	13:00	12:00	12:00	12:00		12:00			14:00
Vol.	4	608	40	10	10	31	15	1	25		5			697
Grand Total	16	6688	344	43	92	387	72	7	175	1	139	0	0	7964
Percent	0.2%	84.0%	4.3%	0.5%	1.2%	4.9%	0.9%	0.1%	2.2%	0.0%	1.7%	0.0%	0.0%	

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Temescal Canyon Road
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24 Hour Directional Classification Count

CRV001
Site Code: 057-24184

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/29/24	1	69	6	0	0	7	0	0	3	0	3	0	0	89
01:00	0	47	2	0	2	6	0	0	4	0	8	0	0	69
02:00	0	47	2	0	0	9	6	0	5	0	9	0	0	78
03:00	0	89	8	0	0	16	3	0	3	0	**28**	**1**	0	148
04:00	0	183	7	2	6	53	8	0	8	0	23	1	0	291
05:00	1	390	22	2	12	60	5	**3**	7	**1**	27	0	0	530
06:00	2	1323	74	7	8	51	6	0	28	0	14	0	0	1513
07:00	**3**	**1465**	88	**22**	12	50	8	0	14	0	12	0	0	**1674**
08:00	0	1259	101	9	12	58	19	0	43	0	13	0	0	1514
09:00	1	983	87	0	12	62	14	2	**55**	0	15	0	0	1231
10:00	1	958	101	2	15	53	19	1	31	0	19	0	0	1200
11:00	0	1056	**116**	4	**34**	**64**	**24**	2	37	0	11	0	0	1348
12 PM	3	717	67	3	16	**58**	**23**	**1**	**47**	0	**13**	0	0	948
13:00	0	753	65	1	9	58	14	1	30	0	9	0	0	940
14:00	**4**	**1029**	72	12	**18**	50	11	0	17	0	4	0	0	**1217**
15:00	4	914	72	**16**	18	31	6	0	18	0	5	0	0	1084
16:00	2	970	**75**	15	4	23	2	0	6	0	2	0	0	1099
17:00	1	969	45	3	8	13	1	1	3	0	2	0	0	1046
18:00	3	794	42	2	6	17	0	0	1	0	4	0	0	869
19:00	1	622	20	1	0	7	3	0	1	0	4	0	0	659
20:00	2	455	6	0	0	3	0	0	0	0	7	0	0	473
21:00	1	347	3	0	0	7	0	1	2	0	7	0	0	368
22:00	0	196	4	0	1	4	3	0	0	0	5	0	0	213
23:00	0	116	0	0	0	9	4	0	0	0	5	0	0	134
Total	30	15751	1085	101	193	769	179	12	363	1	249	2	0	18735
Percent	0.2%	84.1%	5.8%	0.5%	1.0%	4.1%	1.0%	0.1%	1.9%	0.0%	1.3%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00	07:00	11:00	11:00	11:00	05:00	09:00	05:00	03:00	03:00		07:00
Vol.	3	1465	116	22	34	64	24	3	55	1	28	1		1674
PM Peak	14:00	14:00	16:00	15:00	14:00	12:00	12:00	12:00	12:00		12:00			14:00
Vol.	4	1029	75	16	18	58	23	1	47		13			1217
Grand Total	30	15751	1085	101	193	769	179	12	363	1	249	2	0	18735
Percent	0.2%	84.1%	5.8%	0.5%	1.0%	4.1%	1.0%	0.1%	1.9%	0.0%	1.3%	0.0%	0.0%	

APPENDIX C

YEAR 2026 LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX C-I

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	503	982	0	0	102	115	0	0	0	27	10	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	503	982	0	0	102	115	0	0	0	27	10	312
Peak Hour Factor	0.9770	0.9770	1.0000	1.0000	0.9770	0.9770	1.0000	1.0000	1.0000	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	251	0	0	26	29	0	0	0	7	3	80
Total Analysis Volume [veh/h]	515	1005	0	0	104	118	0	0	0	28	10	319
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	48	62	0	0	14	0	0	0	0	0	28	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	28	60	28	28		22
g / C, Green / Cycle	0.31	0.67	0.31	0.31		0.24
(v / s)_i Volume / Saturation Flow Rate	0.29	0.28	0.03	0.07		0.22
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1610
c, Capacity [veh/h]	561	2383	1104	493		389
d1, Uniform Delay [s]	29.74	6.86	22.08	23.15		33.25
k, delay calibration	0.16	0.50	0.50	0.50		0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	9.24	0.55	0.17	1.15		14.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.92	0.42	0.09	0.24		0.92
d, Delay for Lane Group [s/veh]	38.98	7.41	22.25	24.30		48.19
Lane Group LOS	D	A	C	C		D
Critical Lane Group	Yes	No	No	Yes		Yes
50th-Percentile Queue Length [veh/ln]	11.27	3.47	0.76	1.90		8.99
50th-Percentile Queue Length [ft/ln]	281.83	86.84	18.97	47.52		224.80
95th-Percentile Queue Length [veh/ln]	16.78	6.25	1.37	3.42		13.91
95th-Percentile Queue Length [ft/ln]	419.49	156.31	34.15	85.53		347.74

Movement, Approach, & Intersection Results

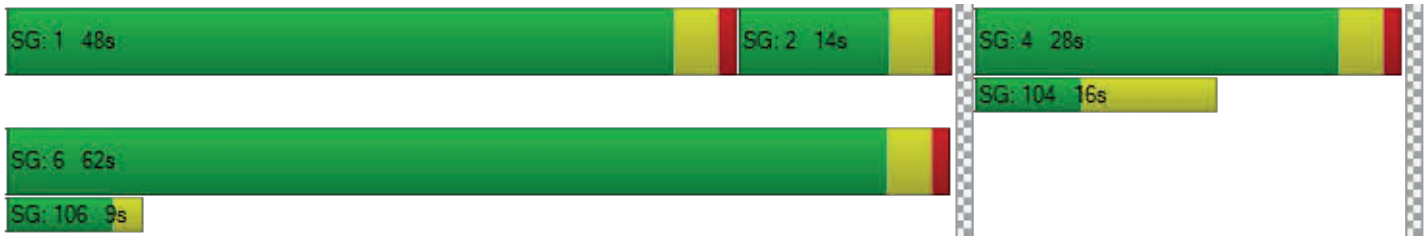
d_M, Delay for Movement [s/veh]	38.98	7.41	0.00	0.00	22.25	24.30	0.00	0.00	0.00	48.19	48.19	48.19
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	18.11			23.34			0.00			48.19		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	23.78											
Intersection LOS	C											
Intersection V/C	0.675											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.752	0.000	2.056
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	222	0	533
d_b, Bicycle Delay [s]	5.70	35.57	45.01	24.21
l_b,int, Bicycle LOS Score for Intersection	2.814	1.743	4.132	2.149
Bicycle LOS	C	A	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.858

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1227	54	75	140	0	152	6	539	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1227	54	75	140	0	152	6	539	0	0	0
Peak Hour Factor	0.9500	0.9770	0.9770	0.9770	0.9770	0.9500	0.9770	0.9770	0.9770	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	314	14	19	36	0	39	2	138	0	0	0
Total Analysis Volume [veh/h]	0	1256	55	77	143	0	156	6	552	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	17	0	11	28	0	0	62	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	38	6	48	34	34	
g / C, Green / Cycle	0.42	0.07	0.53	0.38	0.38	
(v / s)_i Volume / Saturation Flow Rate	0.35	0.04	0.08	0.09	0.35	
s, saturation flow rate [veh/h]	3560	1781	1870	1784	1589	
c, Capacity [veh/h]	1503	120	999	673	599	
d1, Uniform Delay [s]	23.22	40.92	10.58	19.22	26.77	
k, delay calibration	0.50	0.11	0.50	0.11	0.12	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.65	5.57	0.30	0.18	7.26	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.84	0.64	0.14	0.24	0.92	
d, Delay for Lane Group [s/veh]	28.88	46.49	10.88	19.40	34.03	
Lane Group LOS	C	D	B	B	C	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.39	1.83	1.44	2.22	11.56	
50th-Percentile Queue Length [ft/ln]	309.68	45.79	36.01	55.39	289.04	
95th-Percentile Queue Length [veh/ln]	18.16	3.30	2.59	3.99	17.14	
95th-Percentile Queue Length [ft/ln]	453.98	82.42	64.82	99.70	428.45	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	28.88	0.00	46.49	10.88	0.00	19.40	19.40	34.03	0.00	0.00	0.00
Movement LOS		C		D	B		B	B	C			
d_A, Approach Delay [s/veh]	28.88			23.34			30.71			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	28.92											
Intersection LOS	C											
Intersection V/C	0.858											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.504
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	533	1289	0
d_b, Bicycle Delay [s]	32.95	24.21	5.70	45.01
l_b,int, Bicycle LOS Score for Intersection	2.596	1.923	2.738	4.132
Bicycle LOS	B	A	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.155

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	152	12	65	41	6	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	152	12	65	41	6	97
Peak Hour Factor	0.8680	0.8680	0.8680	0.8680	0.8680	0.8680
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	3	19	12	2	28
Total Analysis Volume [veh/h]	175	14	75	47	7	112
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	700	715	652	718	718	765
Degree of Utilization, x	0.13	0.13	0.11	0.03	0.03	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.47	0.45	0.39	0.10	0.10	0.55
95th-Percentile Queue Length [ft]	11.63	11.36	9.69	2.54	2.54	13.71
Approach Delay [s/veh]	8.57		8.53			8.56
Approach LOS	A		A			A
Intersection Delay [s/veh]	8.56					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	33.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.249

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	87	1246	577	29	39	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	1246	577	29	39	25
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	331	153	8	10	7
Total Analysis Volume [veh/h]	92	1323	613	31	41	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.01	0.01	0.00	0.25	0.06
d_M, Delay for Movement [s/veh]	9.24	0.00	0.00	0.00	33.78	19.39
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.32	0.00	0.00	0.00	1.24	1.24
95th-Percentile Queue Length [ft/ln]	8.10	0.00	0.00	0.00	30.92	30.92
d_A, Approach Delay [s/veh]	0.60		0.00		28.07	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	52	1226	523	67	53	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	1226	523	67	53	26
Peak Hour Factor	0.9360	0.9360	0.9360	0.9360	0.9360	0.9360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	327	140	18	14	7
Total Analysis Volume [veh/h]	56	1310	559	72	57	28
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	13	102	89	0	18	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	105	95	95	7	7
g / C, Green / Cycle	0.05	0.88	0.80	0.80	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.03	0.70	0.30	0.05	0.03	0.02
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	88	1642	1487	1264	98	88
d1, Uniform Delay [s]	55.93	2.98	3.60	2.64	55.30	54.49
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.26	4.14	0.73	0.09	5.29	2.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.80	0.38	0.06	0.58	0.32
d, Delay for Lane Group [s/veh]	63.19	7.12	4.32	2.73	60.59	56.55
Lane Group LOS	E	A	A	A	E	E
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.84	7.02	3.44	0.33	1.79	0.85
50th-Percentile Queue Length [ft/ln]	46.08	175.58	85.95	8.17	44.73	21.15
95th-Percentile Queue Length [veh/ln]	3.32	11.37	6.19	0.59	3.22	1.52
95th-Percentile Queue Length [ft/ln]	82.95	284.24	154.70	14.71	80.51	38.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.19	7.12	4.32	2.73	60.59	56.55
Movement LOS	E	A	A	A	E	E
d_A, Approach Delay [s/veh]	9.42		4.14		59.26	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	9.85					
Intersection LOS	A					
Intersection V/C	0.814					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.589	0.000	2.058
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1634	1417	233
d_b, Bicycle Delay [s]	2.01	5.10	46.81
l_b,int, Bicycle LOS Score for Intersection	3.814	2.601	1.560
Bicycle LOS	D	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	91.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.198

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	110	1	60	27	0	65	14	297	146	65	1179	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	1	60	27	0	65	14	297	146	65	1179	27
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	16	7	0	17	4	77	0	17	305	7
Total Analysis Volume [veh/h]	114	1	62	28	0	67	14	307	0	67	1219	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	388	446	416	417	443	443	485	624	624
Degree of Utilization, x	0.30	0.14	0.23	0.03	0.69	0.00	0.14	1.20	1.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.22	0.48	0.87	0.10	5.19	0.00	0.48	23.03	22.82
95th-Percentile Queue Length [ft]	30.45	12.01	21.72	2.60	129.70	0.00	11.91	575.74	570.53
Approach Delay [s/veh]	14.51		14.19	26.54			122.63		
Approach LOS	B		B	D			F		
Intersection Delay [s/veh]	91.02								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	678	29	137	253	61	610
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	678	29	137	253	61	610
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	186	8	38	70	17	168
Total Analysis Volume [veh/h]	746	32	151	278	67	671
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	49	49	6	59
g / C, Green / Cycle	0.25	0.25	0.55	0.55	0.06	0.66
(v / s)_i Volume / Saturation Flow Rate	0.22	0.02	0.08	0.17	0.04	0.36
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	880	405	1025	871	115	1228
d1, Uniform Delay [s]	31.90	25.54	10.01	11.15	40.96	8.28
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.37	0.08	0.30	0.97	4.67	1.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.08	0.15	0.32	0.58	0.55
d, Delay for Lane Group [s/veh]	34.28	25.62	10.31	12.12	45.63	10.03
Lane Group LOS	C	C	B	B	D	B
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.46	0.50	1.39	2.91	1.55	6.09
50th-Percentile Queue Length [ft/ln]	186.56	12.54	34.81	72.82	38.65	152.16
95th-Percentile Queue Length [veh/ln]	11.94	0.90	2.51	5.24	2.78	10.13
95th-Percentile Queue Length [ft/ln]	298.56	22.58	62.66	131.07	69.57	253.31

Movement, Approach, & Intersection Results

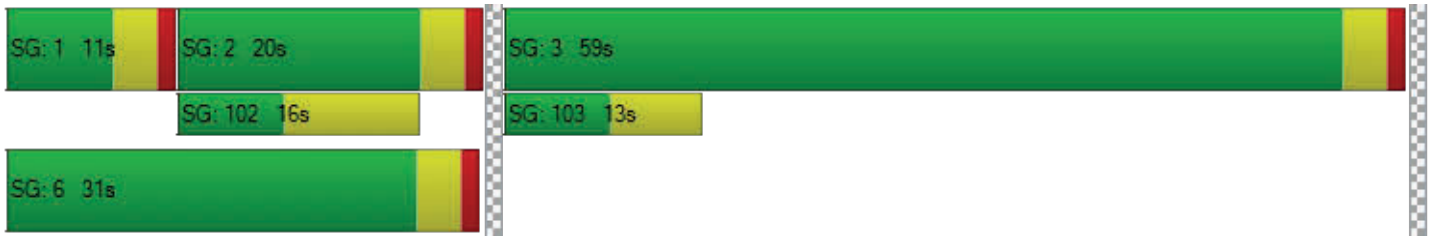
d_M, Delay for Movement [s/veh]	34.28	25.62	10.31	12.12	45.63	10.03
Movement LOS	C	C	B	B	D	B
d_A, Approach Delay [s/veh]	33.92		11.48		13.26	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	21.13					
Intersection LOS	C					
Intersection V/C	0.663					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.541	0.000	2.339
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.267	2.777
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	335	170	0	0	827	148	0	0	0	65	6	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	335	170	0	0	827	148	0	0	0	65	6	181
Peak Hour Factor	0.9280	0.9280	1.0000	1.0000	0.9280	0.9280	1.0000	1.0000	1.0000	0.9280	0.9280	0.9280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	46	0	0	223	40	0	0	0	18	2	49
Total Analysis Volume [veh/h]	361	183	0	0	891	159	0	0	0	70	6	195
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	52	66	0	0	14	0	0	0	0	0	24	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	21	65	41	41		17
g / C, Green / Cycle	0.23	0.73	0.45	0.45		0.19
(v / s)_i Volume / Saturation Flow Rate	0.20	0.05	0.25	0.10		0.17
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1640
c, Capacity [veh/h]	406	2581	1610	719		306
d1, Uniform Delay [s]	33.64	3.59	18.02	15.01		35.71
k, delay calibration	0.11	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	6.71	0.05	1.38	0.71		8.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.89	0.07	0.55	0.22		0.89
d, Delay for Lane Group [s/veh]	40.35	3.65	19.39	15.72		44.24
Lane Group LOS	D	A	B	B		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	7.88	0.34	6.32	1.93		6.40
50th-Percentile Queue Length [ft/ln]	197.09	8.46	158.08	48.26		159.88
95th-Percentile Queue Length [veh/ln]	12.49	0.61	10.45	3.47		10.54
95th-Percentile Queue Length [ft/ln]	312.21	15.23	261.18	86.87		263.56

Movement, Approach, & Intersection Results

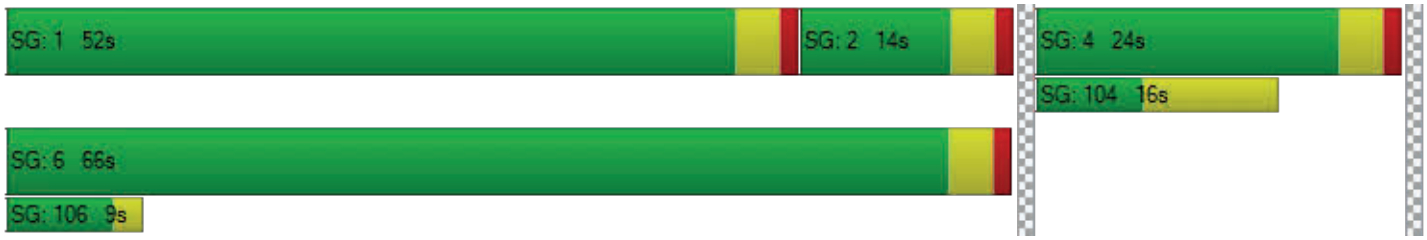
d_M, Delay for Movement [s/veh]	40.35	3.65	0.00	0.00	19.39	15.72	0.00	0.00	0.00	44.24	44.24	44.24
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	28.00			18.84			0.00			44.24		
Approach LOS	C			B			A			D		
d_I, Intersection Delay [s/veh]	25.20											
Intersection LOS	C											
Intersection V/C	0.713											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.717	0.000	2.028
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1377	222	0	444
d_b, Bicycle Delay [s]	4.36	35.57	45.01	27.23
l_b,int, Bicycle LOS Score for Intersection	2.008	2.426	4.132	2.007
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	499	142	399	447	0	35	3	322	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	499	142	399	447	0	35	3	322	0	0	0
Peak Hour Factor	0.9500	0.9450	0.9450	0.9450	0.9450	0.9500	0.9450	0.9450	0.9450	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	132	38	106	118	0	9	1	85	0	0	0
Total Analysis Volume [veh/h]	0	528	150	422	473	0	37	3	341	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	45	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	33	24	61	21	21	
g / C, Green / Cycle	0.37	0.26	0.67	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.15	0.24	0.25	0.02	0.21	
s, saturation flow rate [veh/h]	3560	1781	1870	1787	1589	
c, Capacity [veh/h]	1305	468	1260	425	378	
d1, Uniform Delay [s]	21.21	32.08	6.42	26.77	33.32	
k, delay calibration	0.50	0.11	0.50	0.11	0.19	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.93	6.66	0.86	0.10	12.96	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.40	0.90	0.38	0.09	0.90	
d, Delay for Lane Group [s/veh]	22.15	38.74	7.28	26.87	46.28	
Lane Group LOS	C	D	A	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.18	9.47	3.64	0.65	8.19	
50th-Percentile Queue Length [ft/ln]	104.58	236.75	90.98	16.37	204.74	
95th-Percentile Queue Length [veh/ln]	7.53	14.52	6.55	1.18	12.88	
95th-Percentile Queue Length [ft/ln]	188.24	362.92	163.76	29.47	322.07	

Movement, Approach, & Intersection Results

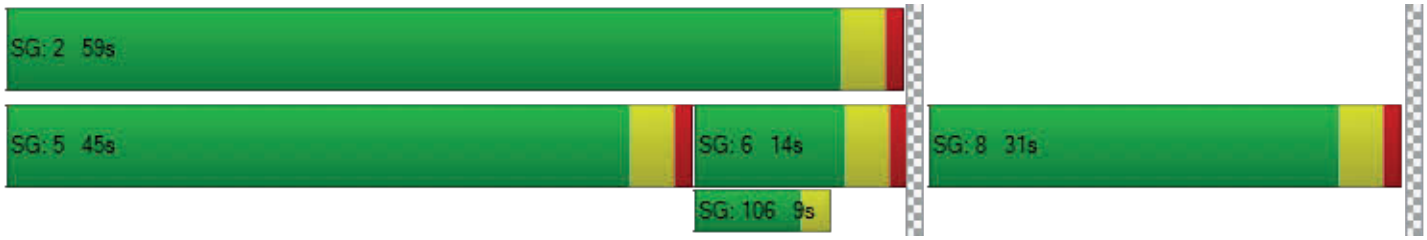
d_M, Delay for Movement [s/veh]	0.00	22.15	0.00	38.74	7.28	0.00	26.87	26.87	46.28	0.00	0.00	0.00
Movement LOS		C		D	A		C	C	D			
d_A, Approach Delay [s/veh]	22.15			22.11			44.24			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	26.80											
Intersection LOS	C											
Intersection V/C	0.692											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.837
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	1222	600	0
d_b, Bicycle Delay [s]	35.57	6.81	22.06	45.01
l_b,int, Bicycle LOS Score for Intersection	1.995	3.036	2.188	4.132
Bicycle LOS	A	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	108	7	66	142	17	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	7	66	142	17	77
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	2	18	38	5	20
Total Analysis Volume [veh/h]	115	7	70	151	18	82
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	684	695	665	733	733	744
Degree of Utilization, x	0.09	0.09	0.11	0.10	0.10	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.29	0.29	0.35	0.34	0.34	0.46
95th-Percentile Queue Length [ft]	7.32	7.19	8.78	8.58	8.58	11.58
Approach Delay [s/veh]	8.43		8.36			8.59
Approach LOS	A		A			A
Intersection Delay [s/veh]	8.43					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.110

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	26	479	676	74	39	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	479	676	74	39	36
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	125	177	19	10	9
Total Analysis Volume [veh/h]	27	501	706	77	41	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.11	0.09
d_M, Delay for Movement [s/veh]	9.46	0.00	0.00	0.00	16.91	15.99
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.74	0.74
95th-Percentile Queue Length [ft/ln]	2.50	0.00	0.00	0.00	18.54	18.54
d_A, Approach Delay [s/veh]	0.48		0.00		16.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.12					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	39	348	604	60	112	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	348	604	60	112	51
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	96	166	16	31	14
Total Analysis Volume [veh/h]	43	382	664	66	123	56
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	31	20	0	59	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	74	65	65	8	8
g / C, Green / Cycle	0.05	0.82	0.72	0.72	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.36	0.04	0.07	0.04
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	93	1529	1348	1145	167	149
d1, Uniform Delay [s]	41.43	1.89	5.45	3.67	39.72	38.33
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.51	0.39	1.29	0.10	6.21	1.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.25	0.49	0.06	0.74	0.38
d, Delay for Lane Group [s/veh]	44.94	2.28	6.74	3.76	45.93	39.90
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.01	0.97	4.68	0.31	2.81	1.17
50th-Percentile Queue Length [ft/ln]	25.22	24.23	117.08	7.79	70.31	29.34
95th-Percentile Queue Length [veh/ln]	1.82	1.74	8.23	0.56	5.06	2.11
95th-Percentile Queue Length [ft/ln]	45.39	43.62	205.81	14.02	126.55	52.82

Movement, Approach, & Intersection Results

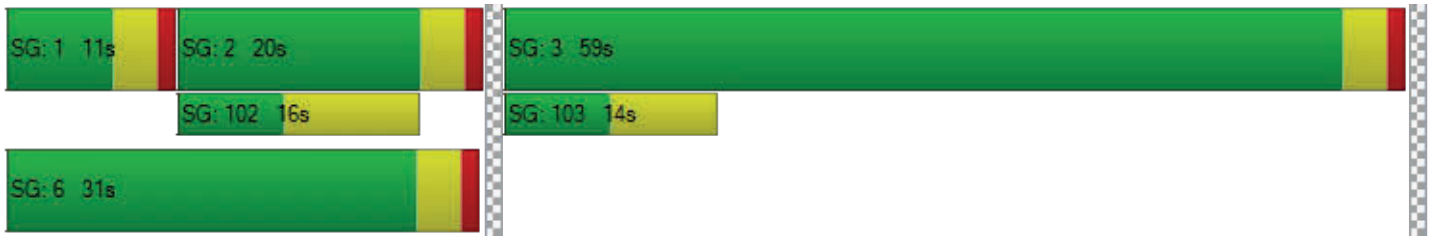
d_M, Delay for Movement [s/veh]	44.94	2.28	6.74	3.76	45.93	39.90
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	6.59		6.47		44.04	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.55					
Intersection LOS	B					
Intersection V/C	0.517					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.312	0.000	2.080
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	355	1222
d_b, Bicycle Delay [s]	22.06	30.43	6.81
l_b,int, Bicycle LOS Score for Intersection	2.261	2.764	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	35.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.983

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	65	1	40	21	0	23	47	538	38	17	272	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	1	40	21	0	23	47	538	38	17	272	21
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	11	6	0	6	13	146	0	5	74	6
Total Analysis Volume [veh/h]	70	1	43	23	0	25	51	584	0	18	295	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	444	522	475	549	594	594	493	529	538
Degree of Utilization, x	0.16	0.08	0.10	0.09	0.98	0.00	0.04	0.30	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.56	0.27	0.34	0.31	14.18	0.00	0.11	1.25	1.23
95th-Percentile Queue Length [ft]	14.10	6.71	8.39	7.65	354.51	0.00	2.84	31.33	30.69
Approach Delay [s/veh]	11.54		11.44	53.08			12.18		
Approach LOS	B		B	F			B		
Intersection Delay [s/veh]	35.01								
Intersection LOS	E								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	184	3	201	395	10	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	3	201	395	10	118
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	1	53	104	3	31
Total Analysis Volume [veh/h]	194	3	212	416	11	124
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	69	69	2	75
g / C, Green / Cycle	0.08	0.08	0.76	0.76	0.02	0.83
(v / s)_i Volume / Saturation Flow Rate	0.06	0.00	0.11	0.26	0.01	0.07
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	287	132	1428	1214	36	1549
d1, Uniform Delay [s]	40.11	37.93	2.83	3.40	43.51	1.42
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.77	0.07	0.22	0.77	4.82	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.02	0.15	0.34	0.31	0.08
d, Delay for Lane Group [s/veh]	42.88	38.00	3.05	4.17	48.33	1.52
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.10	0.06	0.70	1.69	0.28	0.17
50th-Percentile Queue Length [ft/ln]	52.54	1.52	17.39	42.35	7.05	4.24
95th-Percentile Queue Length [veh/ln]	3.78	0.11	1.25	3.05	0.51	0.31
95th-Percentile Queue Length [ft/ln]	94.58	2.73	31.30	76.22	12.69	7.63

Movement, Approach, & Intersection Results

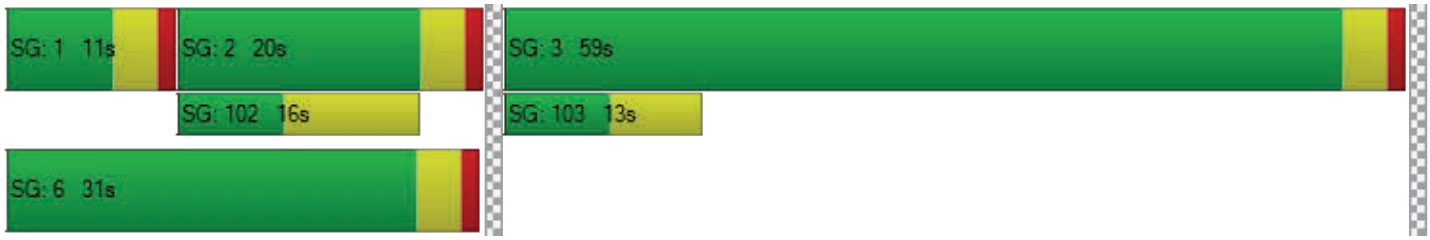
d_M, Delay for Movement [s/veh]	42.88	38.00	3.05	4.17	48.33	1.52
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	42.81		3.80		5.34	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	12.02					
Intersection LOS	B					
Intersection V/C	0.374					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.359	0.000	2.091
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.596	1.782
Bicycle LOS	A	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX C-II

EXISTING WITH AMBIENT GROWTH (YEAR 2026) WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	579	1040	0	0	129	120	0	0	0	78	10	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	579	1040	0	0	129	120	0	0	0	78	10	325
Peak Hour Factor	0.9770	0.9770	1.0000	1.0000	0.9770	0.9770	1.0000	1.0000	1.0000	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	266	0	0	33	31	0	0	0	20	3	83
Total Analysis Volume [veh/h]	593	1064	0	0	132	123	0	0	0	80	10	333
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	45	59	0	0	14	0	0	0	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	32	57	21	21		25
g / C, Green / Cycle	0.36	0.63	0.23	0.23		0.28
(v / s)_i Volume / Saturation Flow Rate	0.33	0.30	0.04	0.08		0.26
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1628
c, Capacity [veh/h]	636	2250	820	366		455
d1, Uniform Delay [s]	27.89	8.70	27.70	28.91		31.60
k, delay calibration	0.26	0.50	0.50	0.50		0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	13.99	0.72	0.42	2.47		19.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.93	0.47	0.16	0.34		0.93
d, Delay for Lane Group [s/veh]	41.88	9.41	28.12	31.38		50.64
Lane Group LOS	D	A	C	C		D
Critical Lane Group	Yes	No	No	Yes		Yes
50th-Percentile Queue Length [veh/ln]	13.60	4.50	1.12	2.34		11.06
50th-Percentile Queue Length [ft/ln]	339.92	112.47	28.06	58.52		276.46
95th-Percentile Queue Length [veh/ln]	19.64	7.98	2.02	4.21		16.51
95th-Percentile Queue Length [ft/ln]	491.10	199.43	50.50	105.33		412.81

Movement, Approach, & Intersection Results

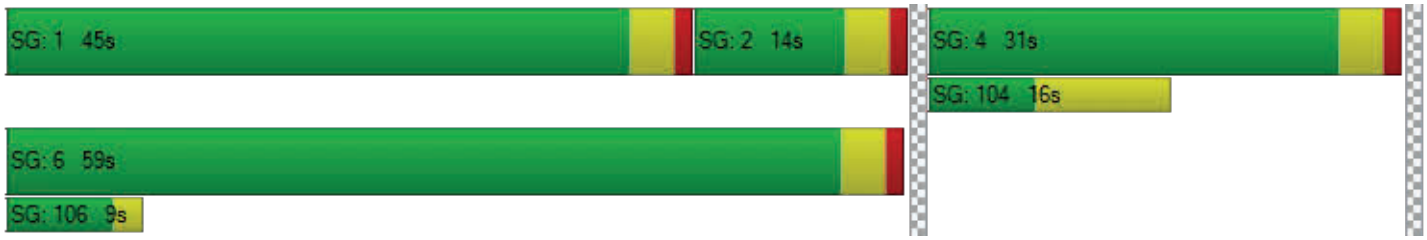
d_M, Delay for Movement [s/veh]	41.88	9.41	0.00	0.00	28.12	31.38	0.00	0.00	0.00	50.64	50.64	50.64
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	21.03			29.69			0.00			50.64		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	27.34											
Intersection LOS	C											
Intersection V/C	0.773											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.783	0.000	2.077
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	222	0	600
d_b, Bicycle Delay [s]	6.81	35.57	45.01	22.06
l_b,int, Bicycle LOS Score for Intersection	2.927	1.770	4.132	2.258
Bicycle LOS	C	A	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	48.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1349	92	78	238	0	158	6	660	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1349	92	78	238	0	158	6	660	0	0	0
Peak Hour Factor	0.9500	0.9770	0.9770	0.9770	0.9770	0.9500	0.9770	0.9770	0.9770	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	345	24	20	61	0	40	2	169	0	0	0
Total Analysis Volume [veh/h]	0	1381	94	80	244	0	162	6	676	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	49	0	11	60	0	0	60	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	7	59	53	53	
g / C, Green / Cycle	0.40	0.06	0.49	0.44	0.44	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.04	0.13	0.09	0.43	
s, saturation flow rate [veh/h]	3560	1781	1870	1784	1589	
c, Capacity [veh/h]	1433	101	922	786	700	
d1, Uniform Delay [s]	34.97	55.85	17.74	20.74	32.68	
k, delay calibration	0.50	0.11	0.50	0.11	0.41	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	16.52	12.61	0.70	0.13	23.37	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.96	0.79	0.26	0.21	0.97	
d, Delay for Lane Group [s/veh]	51.49	68.46	18.44	20.87	56.05	
Lane Group LOS	D	E	B	C	E	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	22.50	2.75	4.12	2.87	22.54	
50th-Percentile Queue Length [ft/ln]	562.56	68.67	102.90	71.68	563.55	
95th-Percentile Queue Length [veh/ln]	30.28	4.94	7.41	5.16	30.33	
95th-Percentile Queue Length [ft/ln]	757.05	123.60	185.21	129.03	758.21	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	51.49	0.00	68.46	18.44	0.00	20.87	20.87	56.05	0.00	0.00	0.00
Movement LOS		D		E	B		C	C	E			
d_A, Approach Delay [s/veh]		51.49			30.79			49.05			0.00	
Approach LOS		D			C			D			A	
d_I, Intersection Delay [s/veh]	48.05											
Intersection LOS	D											
Intersection V/C	0.953											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.521
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	933	933	0
d_b, Bicycle Delay [s]	23.43	17.06	17.06	59.99
l_b,int, Bicycle LOS Score for Intersection	2.699	2.094	2.952	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	158	21	78	43	14	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	21	78	43	14	110
Peak Hour Factor	0.8680	0.8680	0.8680	0.8680	0.8680	0.8680
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	6	22	12	4	32
Total Analysis Volume [veh/h]	182	24	90	50	16	127
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	684	706	641	704	704	745
Degree of Utilization, x	0.15	0.15	0.14	0.04	0.04	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.53	0.51	0.49	0.11	0.11	0.71
95th-Percentile Queue Length [ft]	13.22	12.74	12.17	2.76	2.76	17.65
Approach Delay [s/veh]	8.79		8.80			8.98
Approach LOS	A		A			A
Intersection Delay [s/veh]	8.85					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	53.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	91	1368	665	47	61	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	1368	665	47	61	26
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	363	176	12	16	7
Total Analysis Volume [veh/h]	97	1452	706	50	65	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.48	0.07
d_M, Delay for Movement [s/veh]	9.75	0.00	0.00	0.00	53.78	35.96
Movement LOS	A	A	A	A	F	E
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.00	0.00	2.77	2.77
95th-Percentile Queue Length [ft/ln]	9.56	0.00	0.00	0.00	69.28	69.28
d_A, Approach Delay [s/veh]	0.61		0.00		48.42	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.27					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.890

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	54	1325	588	86	73	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1325	588	86	73	27
Peak Hour Factor	0.9360	0.9360	0.9360	0.9360	0.9360	0.9360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	354	157	23	19	7
Total Analysis Volume [veh/h]	58	1416	628	92	78	29
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	13	102	89	0	18	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	105	95	95	7	7
g / C, Green / Cycle	0.05	0.87	0.79	0.79	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.03	0.76	0.34	0.06	0.04	0.02
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	90	1635	1478	1257	105	94
d1, Uniform Delay [s]	55.93	3.91	3.96	2.79	55.54	54.09
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.63	6.44	0.90	0.11	9.78	1.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.87	0.42	0.07	0.74	0.31
d, Delay for Lane Group [s/veh]	63.56	10.34	4.85	2.90	65.32	55.93
Lane Group LOS	E	B	A	A	E	E
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.91	10.52	4.23	0.44	2.55	0.87
50th-Percentile Queue Length [ft/ln]	47.87	263.09	105.72	10.96	63.83	21.73
95th-Percentile Queue Length [veh/ln]	3.45	15.84	7.60	0.79	4.60	1.56
95th-Percentile Queue Length [ft/ln]	86.17	396.09	190.03	19.72	114.90	39.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.56	10.34	4.85	2.90	65.32	55.93
Movement LOS	E	B	A	A	E	E
d_A, Approach Delay [s/veh]	12.44		4.61		62.77	
Approach LOS	B		A		E	
d_I, Intersection Delay [s/veh]	12.33					
Intersection LOS	B					
Intersection V/C	0.890					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.647	0.000	2.079
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1634	1417	233
d_b, Bicycle Delay [s]	2.01	5.10	46.81
l_b,int, Bicycle LOS Score for Intersection	3.992	2.748	1.560
Bicycle LOS	D	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	133.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.352

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	114	1	62	28	0	72	18	350	152	68	1272	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1	62	28	0	72	18	350	152	68	1272	28
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	0	16	7	0	19	5	90	0	18	329	7
Total Analysis Volume [veh/h]	118	1	64	29	0	74	19	362	0	70	1315	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	377	429	403	412	437	437	465	672	672
Degree of Utilization, x	0.32	0.15	0.26	0.05	0.83	0.00	0.15	1.35	1.35

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.33	0.52	1.00	0.14	7.88	0.00	0.53	30.23	30.02
95th-Percentile Queue Length [ft]	33.29	12.99	25.05	3.62	197.04	0.00	13.17	755.73	750.56
Approach Delay [s/veh]	15.20		14.96	38.55			182.56		
Approach LOS	C		B	E			F		
Intersection Delay [s/veh]	133.18								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	732	30	159	288	63	653
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	732	30	159	288	63	653
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	201	8	44	79	17	180
Total Analysis Volume [veh/h]	805	33	175	317	69	718
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	25	48	48	6	57
g / C, Green / Cycle	0.27	0.27	0.53	0.53	0.06	0.64
(v / s)_i Volume / Saturation Flow Rate	0.23	0.02	0.09	0.20	0.04	0.38
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	943	433	989	841	116	1194
d1, Uniform Delay [s]	31.04	24.32	11.02	12.47	40.94	9.55
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.32	0.07	0.39	1.29	4.82	2.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.08	0.18	0.38	0.60	0.60
d, Delay for Lane Group [s/veh]	33.37	24.40	11.41	13.76	45.77	11.80
Lane Group LOS	C	C	B	B	D	B
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.98	0.50	1.73	3.64	1.59	7.39
50th-Percentile Queue Length [ft/ln]	199.45	12.55	43.34	90.90	39.87	184.67
95th-Percentile Queue Length [veh/ln]	12.61	0.90	3.12	6.54	2.87	11.84
95th-Percentile Queue Length [ft/ln]	315.25	22.58	78.00	163.62	71.77	296.10

Movement, Approach, & Intersection Results

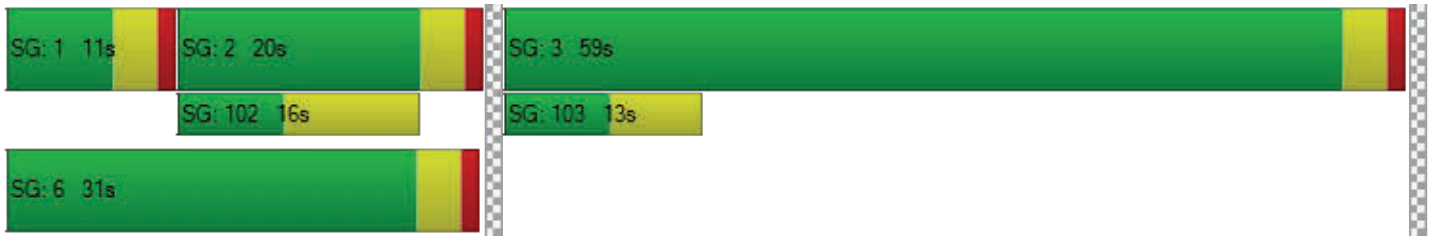
d_M, Delay for Movement [s/veh]	33.37	24.40	11.41	13.76	45.77	11.80
Movement LOS	C	C	B	B	D	B
d_A, Approach Delay [s/veh]	33.02		12.92		14.78	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	21.57					
Intersection LOS	C					
Intersection V/C	0.712					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.578	0.000	2.371
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.371	2.858
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	432	193	0	0	873	154	0	0	0	96	6	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	432	193	0	0	873	154	0	0	0	96	6	188
Peak Hour Factor	0.9280	0.9280	1.0000	1.0000	0.9280	0.9280	1.0000	1.0000	1.0000	0.9280	0.9280	0.9280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	52	0	0	235	41	0	0	0	26	2	51
Total Analysis Volume [veh/h]	466	208	0	0	941	166	0	0	0	103	6	203
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	37	67	0	0	30	0	0	0	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	26	63	34	34		19
g / C, Green / Cycle	0.28	0.70	0.37	0.37		0.21
(v / s)_i Volume / Saturation Flow Rate	0.26	0.06	0.26	0.10		0.19
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1653
c, Capacity [veh/h]	508	2505	1332	595		343
d1, Uniform Delay [s]	31.17	4.20	23.97	19.69		34.86
k, delay calibration	0.24	0.50	0.50	0.50		0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	14.01	0.07	3.17	1.17		11.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.92	0.08	0.71	0.28		0.91
d, Delay for Lane Group [s/veh]	45.18	4.26	27.14	20.86		45.88
Lane Group LOS	D	A	C	C		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	11.01	0.45	8.31	2.43		7.56
50th-Percentile Queue Length [ft/ln]	275.29	11.17	207.76	60.78		189.11
95th-Percentile Queue Length [veh/ln]	16.45	0.80	13.04	4.38		12.07
95th-Percentile Queue Length [ft/ln]	411.34	20.11	325.95	109.41		301.87

Movement, Approach, & Intersection Results

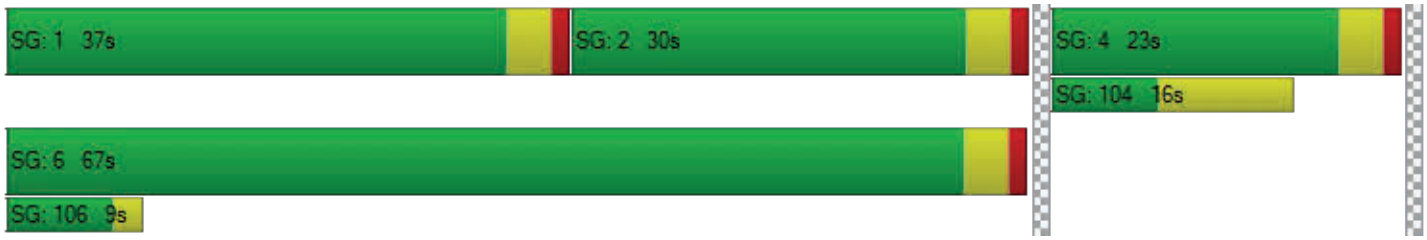
d_M, Delay for Movement [s/veh]	45.18	4.26	0.00	0.00	27.14	20.86	0.00	0.00	0.00	45.88	45.88	45.88
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	32.55			26.20			0.00			45.88		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	31.18											
Intersection LOS	C											
Intersection V/C	0.825											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.743	0.000	2.041
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1400	578	0	422
d_b, Bicycle Delay [s]	4.06	22.77	45.01	28.02
l_b,int, Bicycle LOS Score for Intersection	2.116	2.473	4.132	2.074
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	617	210	415	515	0	36	3	389	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	617	210	415	515	0	36	3	389	0	0	0
Peak Hour Factor	0.9500	0.9450	0.9450	0.9450	0.9450	0.9500	0.9450	0.9450	0.9450	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	163	56	110	136	0	10	1	103	0	0	0
Total Analysis Volume [veh/h]	0	653	222	439	545	0	38	3	412	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	37	51	0	0	39	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	28	24	56	26	26	
g / C, Green / Cycle	0.31	0.27	0.63	0.28	0.28	
(v / s)_i Volume / Saturation Flow Rate	0.18	0.25	0.29	0.02	0.26	
s, saturation flow rate [veh/h]	3560	1781	1870	1787	1589	
c, Capacity [veh/h]	1111	482	1172	508	452	
d1, Uniform Delay [s]	26.10	31.79	8.84	23.61	31.14	
k, delay calibration	0.50	0.21	0.50	0.11	0.21	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.28	12.44	1.33	0.07	13.08	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.59	0.91	0.46	0.08	0.91	
d, Delay for Lane Group [s/veh]	28.38	44.23	10.17	23.68	44.22	
Lane Group LOS	C	D	B	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.08	10.61	5.39	0.62	9.74	
50th-Percentile Queue Length [ft/ln]	151.88	265.37	134.64	15.52	243.57	
95th-Percentile Queue Length [veh/ln]	10.12	15.96	9.19	1.12	14.86	
95th-Percentile Queue Length [ft/ln]	252.94	398.95	229.79	27.93	371.54	

Movement, Approach, & Intersection Results

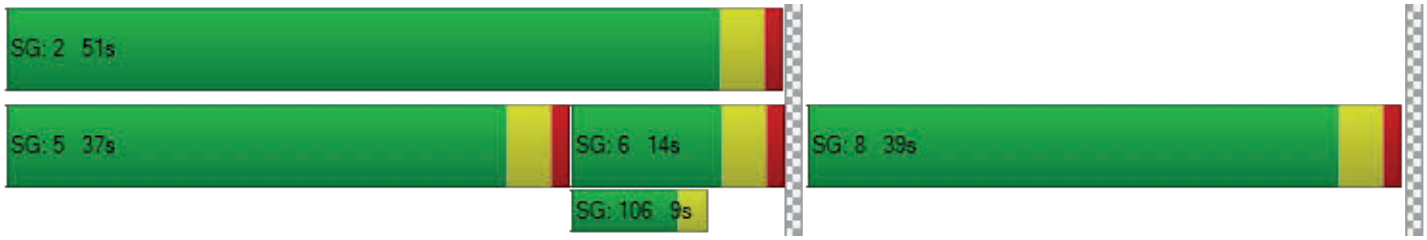
d_M, Delay for Movement [s/veh]	0.00	28.38	0.00	44.23	10.17	0.00	23.68	23.68	44.22	0.00	0.00	0.00
Movement LOS		C		D	B		C	C	D			
d_A, Approach Delay [s/veh]		28.38			25.37			42.36			0.00	
Approach LOS		C			C			D			A	
d_I, Intersection Delay [s/veh]	29.99											
Intersection LOS	C											
Intersection V/C	0.795											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.854
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	1044	778	0
d_b, Bicycle Delay [s]	35.57	10.28	16.82	45.01
l_b,int, Bicycle LOS Score for Intersection	2.098	3.183	2.307	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	112	13	76	148	24	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	13	76	148	24	87
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	3	20	39	6	23
Total Analysis Volume [veh/h]	119	14	81	157	25	92
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	672	690	657	724	724	730
Degree of Utilization, x	0.10	0.10	0.12	0.11	0.11	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.33	0.32	0.42	0.36	0.36	0.57
95th-Percentile Queue Length [ft]	8.21	7.96	10.49	9.09	9.09	14.21
Approach Delay [s/veh]	8.56		8.51			8.87
Approach LOS	A		A			A
Intersection Delay [s/veh]	8.61					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	27	545	751	90	53	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	545	751	90	53	37
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	142	196	24	14	10
Total Analysis Volume [veh/h]	28	569	785	94	55	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.16	0.11
d_M, Delay for Movement [s/veh]	9.86	0.00	0.00	0.00	19.45	18.51
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.00	1.07	1.07
95th-Percentile Queue Length [ft/ln]	2.83	0.00	0.00	0.00	26.72	26.72
d_A, Approach Delay [s/veh]	0.46		0.00		19.06	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	41	394	660	73	128	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	394	660	73	128	53
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	108	181	20	35	15
Total Analysis Volume [veh/h]	45	433	725	80	141	58
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	31	20	0	59	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	73	64	64	9	9
g / C, Green / Cycle	0.05	0.81	0.71	0.71	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.03	0.23	0.39	0.05	0.08	0.04
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	96	1509	1325	1127	186	166
d1, Uniform Delay [s]	41.36	2.19	6.24	4.02	39.23	37.49
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.56	0.48	1.63	0.12	6.24	1.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.29	0.55	0.07	0.76	0.35
d, Delay for Lane Group [s/veh]	44.92	2.66	7.86	4.14	45.47	38.75
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.05	1.29	5.78	0.41	3.21	1.19
50th-Percentile Queue Length [ft/ln]	26.36	32.32	144.55	10.17	80.18	29.80
95th-Percentile Queue Length [veh/ln]	1.90	2.33	9.73	0.73	5.77	2.15
95th-Percentile Queue Length [ft/ln]	47.46	58.18	243.14	18.31	144.32	53.64

Movement, Approach, & Intersection Results

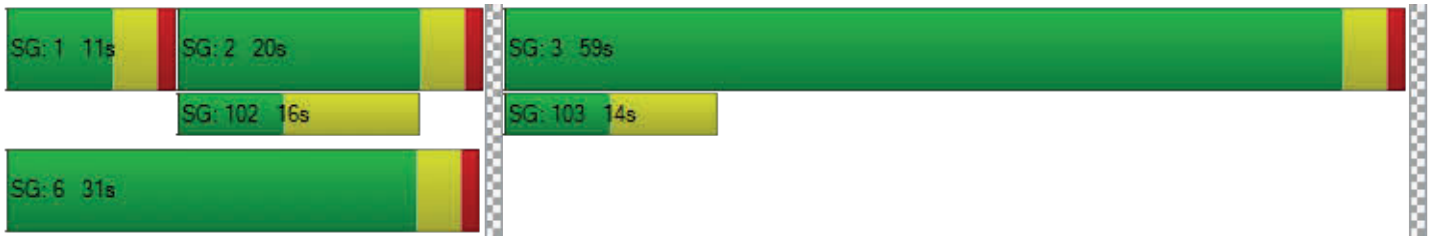
d_M, Delay for Movement [s/veh]	44.92	2.66	7.86	4.14	45.47	38.75
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	6.64		7.49		43.51	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.06					
Intersection LOS	B					
Intersection V/C	0.568					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.350	0.000	2.098
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	355	1222
d_b, Bicycle Delay [s]	22.06	30.43	6.81
l_b,int, Bicycle LOS Score for Intersection	2.348	2.888	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	53.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.104

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	68	1	42	22	0	26	52	590	40	18	313	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	1	42	22	0	26	52	590	40	18	313	22
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	11	6	0	7	14	160	0	5	85	6
Total Analysis Volume [veh/h]	74	1	46	24	0	28	56	640	0	20	339	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	443	516	477	536	640	580	493	529	536
Degree of Utilization, x	0.17	0.09	0.11	0.10	1.10	0.00	0.04	0.34	0.34

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.60	0.29	0.36	0.35	19.73	0.00	0.13	1.51	1.48
95th-Percentile Queue Length [ft]	15.12	7.30	9.11	8.70	493.29	0.00	3.16	37.84	37.12
Approach Delay [s/veh]	11.68		11.47	86.12			12.77		
Approach LOS	B		B	F			B		
Intersection Delay [s/veh]	53.39								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	209	3	220	429	10	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	3	220	429	10	135
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	1	58	113	3	36
Total Analysis Volume [veh/h]	220	3	232	452	11	142
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	68	68	2	74
g / C, Green / Cycle	0.09	0.09	0.76	0.76	0.02	0.82
(v / s)_i Volume / Saturation Flow Rate	0.06	0.00	0.12	0.28	0.01	0.08
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	316	145	1413	1201	36	1533
d1, Uniform Delay [s]	39.71	37.25	3.07	3.76	43.51	1.58
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.78	0.06	0.25	0.90	4.82	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.02	0.16	0.38	0.31	0.09
d, Delay for Lane Group [s/veh]	42.48	37.31	3.32	4.66	48.33	1.70
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.37	0.06	0.83	2.04	0.28	0.23
50th-Percentile Queue Length [ft/ln]	59.34	1.50	20.68	50.98	7.05	5.72
95th-Percentile Queue Length [veh/ln]	4.27	0.11	1.49	3.67	0.51	0.41
95th-Percentile Queue Length [ft/ln]	106.81	2.70	37.22	91.77	12.69	10.30

Movement, Approach, & Intersection Results

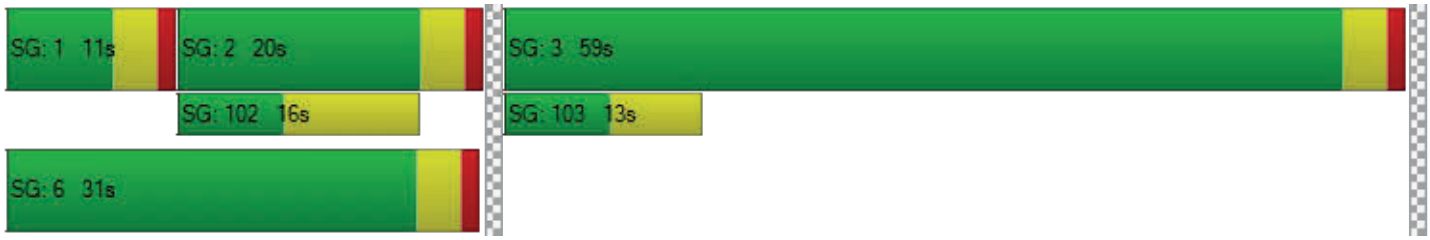
d_M, Delay for Movement [s/veh]	42.48	37.31	3.32	4.66	48.33	1.70
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	42.41		4.21		5.05	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	12.37					
Intersection LOS	B					
Intersection V/C	0.409					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.381	0.000	2.108
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.688	1.812
Bicycle LOS	A	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX C-III

EXISTING WITH AMBIENT GROWTH (YEAR 2026) WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	91	1368	665	47	61	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	1368	665	47	61	26
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	363	176	12	16	7
Total Analysis Volume [veh/h]	97	1452	706	50	65	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.26	0.05
d_M, Delay for Movement [s/veh]	9.78	0.00	0.00	0.00	24.56	15.94
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.00	0.00	1.26	1.26
95th-Percentile Queue Length [ft/ln]	9.62	0.00	0.00	0.00	31.52	31.52
d_A, Approach Delay [s/veh]	0.61		0.00		21.96	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	16.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	114	1	62	28	0	72	18	350	152	68	1272	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1	62	28	0	72	18	350	152	68	1272	28
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	0	16	7	0	19	5	90	39	18	329	7
Total Analysis Volume [veh/h]	118	1	64	29	0	74	19	362	157	70	1315	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	26	0	0	26	0	11	31	0	33	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	20	20	3	53	6	56	56
g / C, Green / Cycle	0.22	0.22	0.22	0.03	0.58	0.06	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.19	0.04	0.20	0.01	0.19	0.04	0.36	0.36
s, saturation flow rate [veh/h]	635	1589	514	1781	1870	1781	1870	1856
c, Capacity [veh/h]	218	347	163	52	1093	114	1158	1149
d1, Uniform Delay [s]	33.84	28.67	30.41	42.85	9.64	41.01	10.20	10.21
k, delay calibration	0.13	0.11	0.16	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.53	0.25	5.74	4.17	0.81	5.20	2.14	2.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.18	0.63	0.36	0.33	0.61	0.58	0.58
d, Delay for Lane Group [s/veh]	36.37	28.92	36.15	47.02	10.45	46.21	12.34	12.38
Lane Group LOS	D	C	D	D	B	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.62	1.15	2.11	0.46	3.42	1.63	7.22	7.19
50th-Percentile Queue Length [ft/ln]	65.61	28.75	52.85	11.56	85.47	40.66	180.42	179.64
95th-Percentile Queue Length [veh/ln]	4.72	2.07	3.80	0.83	6.15	2.93	11.62	11.58
95th-Percentile Queue Length [ft/ln]	118.10	51.75	95.12	20.81	153.85	73.20	290.57	289.55

Movement, Approach, & Intersection Results

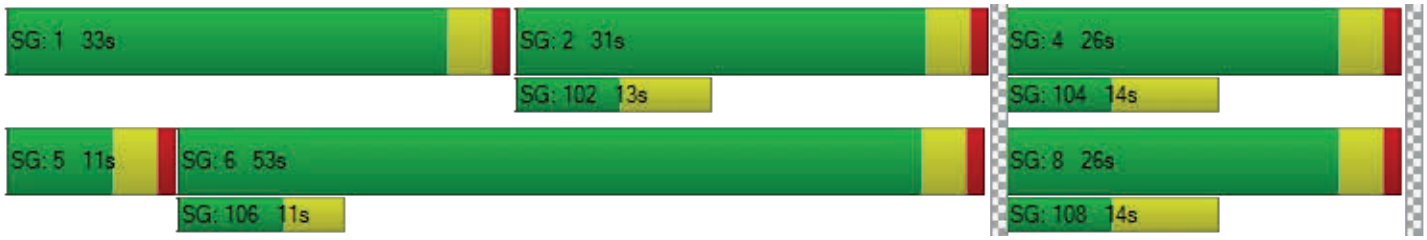
d_M, Delay for Movement [s/veh]	36.37	36.37	28.92	36.15	36.15	36.15	47.02	10.45	0.00	46.21	12.36	12.38
Movement LOS	D	D	C	D	D	D	D	B		D	B	B
d_A, Approach Delay [s/veh]	33.77			36.15			12.28			14.04		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	16.54											
Intersection LOS	B											
Intersection V/C	0.660											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.008	1.776	2.958	2.779
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	600	1089
d_b, Bicycle Delay [s]	25.69	25.69	22.05	9.34
l_b,int, Bicycle LOS Score for Intersection	1.862	1.730	2.188	2.726
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	27	545	751	90	53	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	545	751	90	53	37
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	142	196	24	14	10
Total Analysis Volume [veh/h]	28	569	785	94	55	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.16	0.07
d_M, Delay for Movement [s/veh]	9.89	0.00	0.00	0.00	18.00	13.94
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.00	0.87	0.87
95th-Percentile Queue Length [ft/ln]	2.85	0.00	0.00	0.00	21.71	21.71
d_A, Approach Delay [s/veh]	0.46		0.00		16.31	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	68	1	42	22	0	26	52	590	40	18	313	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	1	42	22	0	26	52	590	40	18	313	22
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	11	6	0	7	14	160	11	5	85	6
Total Analysis Volume [veh/h]	74	1	46	24	0	28	56	640	43	20	339	24
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	16	45	0	11	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	5	66	3	63	63
g / C, Green / Cycle	0.11	0.11	0.11	0.06	0.73	0.03	0.70	0.70
(v / s)_i Volume / Saturation Flow Rate	0.06	0.03	0.06	0.03	0.34	0.01	0.10	0.10
s, saturation flow rate [veh/h]	1283	1589	935	1781	1870	1781	1870	1827
c, Capacity [veh/h]	216	169	158	106	1362	57	1310	1280
d1, Uniform Delay [s]	38.23	37.01	37.60	41.10	5.05	42.68	4.48	4.48
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.95	0.85	1.20	3.99	1.17	3.69	0.22	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.27	0.33	0.53	0.47	0.35	0.14	0.14
d, Delay for Lane Group [s/veh]	39.18	37.86	38.80	45.09	6.22	46.37	4.70	4.71
Lane Group LOS	D	D	D	D	A	D	A	A
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.63	0.97	1.17	1.29	3.78	0.48	0.92	0.91
50th-Percentile Queue Length [ft/ln]	40.72	24.33	29.17	32.13	94.50	12.01	22.95	22.68
95th-Percentile Queue Length [veh/ln]	2.93	1.75	2.10	2.31	6.80	0.87	1.65	1.63
95th-Percentile Queue Length [ft/ln]	73.30	43.79	52.51	57.83	170.10	21.63	41.31	40.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.18	39.18	37.86	38.80	38.80	38.80	45.09	6.22	0.00	46.37	4.71	4.71
Movement LOS	D	D	D	D	D	D	D	A		D	A	A
d_A, Approach Delay [s/veh]	38.68			38.80			9.35			6.88		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	12.65											
Intersection LOS	B											
Intersection V/C	0.475											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	1.978	1.768	2.700	2.520
Crosswalk LOS	A	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	666	911	800
d_b, Bicycle Delay [s]	20.01	20.01	13.35	16.21
l_b,int, Bicycle LOS Score for Intersection	1.759	1.645	2.708	1.876
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX D

YEAR 2028 LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-I

TIER I: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	639	1086	0	0	134	124	0	0	0	85	11	338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	639	1086	0	0	134	124	0	0	0	85	11	338
Peak Hour Factor	0.9770	0.9770	1.0000	1.0000	0.9770	0.9770	1.0000	1.0000	1.0000	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	164	278	0	0	34	32	0	0	0	22	3	86
Total Analysis Volume [veh/h]	654	1112	0	0	137	127	0	0	0	87	11	346
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	45	59	0	0	14	0	0	0	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	35	56	17	17		26
g / C, Green / Cycle	0.39	0.62	0.19	0.19		0.29
(v / s)_i Volume / Saturation Flow Rate	0.37	0.31	0.04	0.08		0.27
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1630
c, Capacity [veh/h]	694	2210	664	296		473
d1, Uniform Delay [s]	26.48	9.41	30.99	32.39		31.16
k, delay calibration	0.32	0.50	0.50	0.50		0.32
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	16.44	0.82	0.70	4.48		20.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.94	0.50	0.21	0.43		0.94
d, Delay for Lane Group [s/veh]	42.93	10.24	31.69	36.86		52.06
Lane Group LOS	D	B	C	D		D
Critical Lane Group	Yes	No	No	Yes		Yes
50th-Percentile Queue Length [veh/ln]	15.26	5.03	1.26	2.68		11.82
50th-Percentile Queue Length [ft/ln]	381.47	125.84	31.49	67.09		295.47
95th-Percentile Queue Length [veh/ln]	21.66	8.71	2.27	4.83		17.46
95th-Percentile Queue Length [ft/ln]	541.62	217.83	56.69	120.75		436.42

Movement, Approach, & Intersection Results

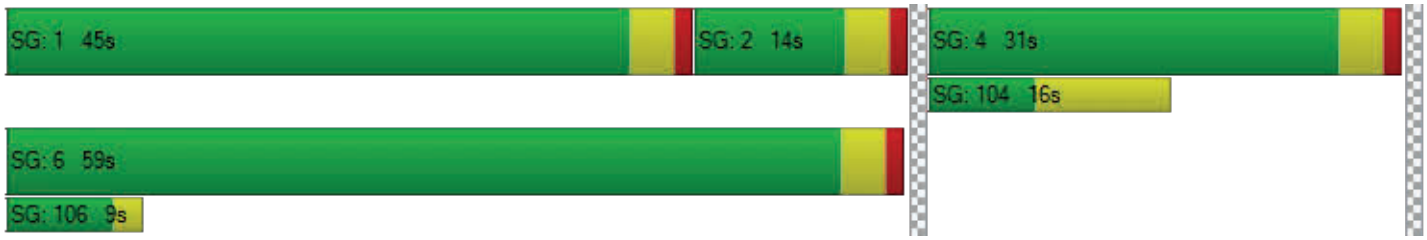
d_M, Delay for Movement [s/veh]	42.93	10.24	0.00	0.00	31.69	36.86	0.00	0.00	0.00	52.06	52.06	52.06
Movement LOS	D	B			C	D				D	D	D
d_A, Approach Delay [s/veh]	22.34			34.18			0.00			52.06		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	28.94											
Intersection LOS	C											
Intersection V/C	0.830											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.803	0.000	2.084
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	222	0	600
d_b, Bicycle Delay [s]	6.81	35.57	45.01	22.06
l_b,int, Bicycle LOS Score for Intersection	3.017	1.777	4.132	2.292
Bicycle LOS	C	A	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	59.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1448	120	81	253	0	165	6	692	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1448	120	81	253	0	165	6	692	0	0	0
Peak Hour Factor	0.9500	0.9770	0.9770	0.9770	0.9770	0.9500	0.9770	0.9770	0.9770	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	371	31	21	65	0	42	2	177	0	0	0
Total Analysis Volume [veh/h]	0	1482	123	83	259	0	169	6	708	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	53	0	11	64	0	0	56	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	7	60	52	52	
g / C, Green / Cycle	0.41	0.06	0.50	0.43	0.43	
(v / s)_i Volume / Saturation Flow Rate	0.42	0.05	0.14	0.10	0.45	
s, saturation flow rate [veh/h]	3560	1781	1870	1784	1589	
c, Capacity [veh/h]	1458	104	938	771	687	
d1, Uniform Delay [s]	35.42	55.78	17.32	21.46	34.08	
k, delay calibration	0.50	0.11	0.50	0.11	0.49	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	27.73	12.85	0.73	0.15	42.31	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.02	0.80	0.28	0.23	1.03	
d, Delay for Lane Group [s/veh]	63.16	68.62	18.05	21.61	76.38	
Lane Group LOS	F	E	B	C	F	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	26.38	2.85	4.33	3.05	26.89	
50th-Percentile Queue Length [ft/ln]	659.50	71.32	108.17	76.33	672.31	
95th-Percentile Queue Length [veh/ln]	35.23	5.13	7.74	5.50	36.23	
95th-Percentile Queue Length [ft/ln]	880.77	128.37	193.46	137.40	905.73	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	63.16	0.00	68.62	18.05	0.00	21.61	21.61	76.38	0.00	0.00	0.00
Movement LOS		F		E	B		C	C	F			
d_A, Approach Delay [s/veh]	63.16			30.32			65.53			0.00		
Approach LOS	E			C			E			A		
d_I, Intersection Delay [s/veh]	59.78											
Intersection LOS	E											
Intersection V/C	1.009											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.524
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	1000	867	0
d_b, Bicycle Delay [s]	21.00	15.00	19.26	60.00
l_b,int, Bicycle LOS Score for Intersection	2.782	2.124	3.017	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.207

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	165	22	82	44	15	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	22	82	44	15	123
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	6	23	12	4	34
Total Analysis Volume [veh/h]	183	24	91	49	17	137
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	679	700	637	699	699	744
Degree of Utilization, x	0.15	0.15	0.14	0.04	0.04	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.54	0.52	0.50	0.11	0.11	0.78
95th-Percentile Queue Length [ft]	13.40	12.92	12.42	2.72	2.72	19.38
Approach Delay [s/veh]	8.85		8.85			9.10
Approach LOS	A		A			A
Intersection Delay [s/veh]	8.93					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	48.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.356

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	94	1420	689	31	42	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	1420	689	31	42	31
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	377	183	8	11	8
Total Analysis Volume [veh/h]	100	1507	731	33	45	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.02	0.01	0.00	0.36	0.08
d_M, Delay for Movement [s/veh]	9.81	0.00	0.00	0.00	48.24	28.46
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.40	0.00	0.00	0.00	2.00	2.00
95th-Percentile Queue Length [ft/ln]	9.97	0.00	0.00	0.00	50.09	50.09
d_A, Approach Delay [s/veh]	0.61		0.00		39.87	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	1.67					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	56	1375	613	89	74	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1375	613	89	74	28
Peak Hour Factor	0.9360	0.9360	0.9360	0.9360	0.9360	0.9360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	367	164	24	20	7
Total Analysis Volume [veh/h]	60	1469	655	95	79	30
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	13	102	89	0	18	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	105	95	95	7	7
g / C, Green / Cycle	0.05	0.87	0.79	0.79	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.03	0.79	0.35	0.06	0.04	0.02
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	90	1634	1476	1255	106	95
d1, Uniform Delay [s]	55.93	4.47	4.09	2.83	55.49	54.05
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.03	8.31	0.97	0.12	9.74	1.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.90	0.44	0.08	0.74	0.32
d, Delay for Lane Group [s/veh]	63.96	12.78	5.06	2.95	65.23	55.93
Lane Group LOS	E	B	A	A	E	E
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.99	12.85	4.55	0.46	2.58	0.90
50th-Percentile Queue Length [ft/ln]	49.69	321.20	113.85	11.44	64.60	22.47
95th-Percentile Queue Length [veh/ln]	3.58	18.73	8.05	0.82	4.65	1.62
95th-Percentile Queue Length [ft/ln]	89.44	468.16	201.34	20.59	116.28	40.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.96	12.78	5.06	2.95	65.23	55.93
Movement LOS	E	B	A	A	E	E
d_A, Approach Delay [s/veh]	14.79		4.79		62.67	
Approach LOS	B		A		E	
d_I, Intersection Delay [s/veh]	13.84					
Intersection LOS	B					
Intersection V/C	0.922					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.674	0.000	2.083
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1634	1417	233
d_b, Bicycle Delay [s]	2.01	5.10	46.81
l_b,int, Bicycle LOS Score for Intersection	4.082	2.797	1.560
Bicycle LOS	D	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	157.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.437

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	119	1	65	29	0	74	18	365	158	70	1321	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	1	65	29	0	74	18	365	158	70	1321	29
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	0	17	7	0	19	5	94	0	18	342	7
Total Analysis Volume [veh/h]	123	1	67	30	0	77	19	377	0	72	1366	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	372	423	397	408	432	432	454	698	698
Degree of Utilization, x	0.33	0.16	0.27	0.05	0.87	0.00	0.16	1.44	1.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.44	0.56	1.07	0.15	8.94	0.00	0.56	34.18	33.97
95th-Percentile Queue Length [ft]	35.89	13.93	26.86	3.66	223.61	0.00	13.95	854.49	849.35
Approach Delay [s/veh]	15.63		15.37	44.75			216.70		
Approach LOS	C		C	E			F		
Intersection Delay [s/veh]	157.48								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	760	31	166	300	66	678
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	760	31	166	300	66	678
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	9	46	83	18	186
Total Analysis Volume [veh/h]	836	34	183	330	73	746
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	25	47	47	6	57
g / C, Green / Cycle	0.28	0.28	0.52	0.52	0.07	0.63
(v / s)_i Volume / Saturation Flow Rate	0.24	0.02	0.10	0.21	0.04	0.40
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	976	449	969	824	118	1176
d1, Uniform Delay [s]	30.59	23.71	11.58	13.19	40.93	10.31
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.30	0.07	0.43	1.45	5.17	2.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.08	0.19	0.40	0.62	0.63
d, Delay for Lane Group [s/veh]	32.89	23.78	12.02	14.64	46.10	12.92
Lane Group LOS	C	C	B	B	D	B
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.24	0.51	1.88	3.95	1.69	8.22
50th-Percentile Queue Length [ft/ln]	206.08	12.72	46.99	98.82	42.35	205.56
95th-Percentile Queue Length [veh/ln]	12.95	0.92	3.38	7.12	3.05	12.92
95th-Percentile Queue Length [ft/ln]	323.80	22.89	84.59	177.88	76.22	323.12

Movement, Approach, & Intersection Results

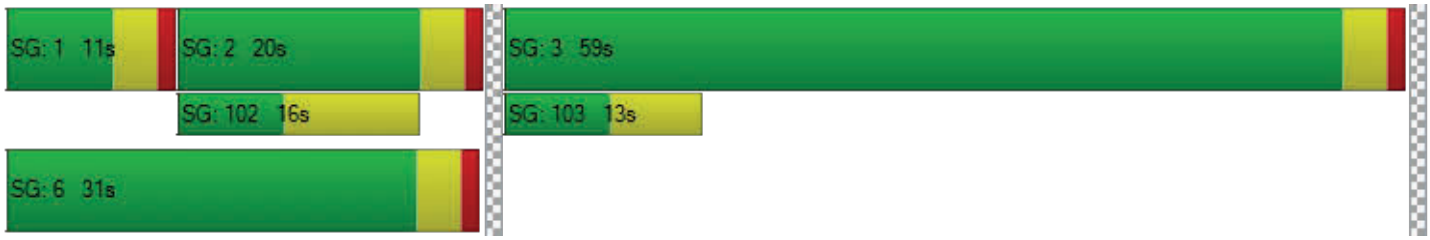
d_M, Delay for Movement [s/veh]	32.89	23.78	12.02	14.64	46.10	12.92
Movement LOS	C	C	B	B	D	B
d_A, Approach Delay [s/veh]	32.54		13.70		15.88	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	21.95					
Intersection LOS	C					
Intersection V/C	0.739					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.596	0.000	2.389
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.406	2.911
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	34.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	467	204	0	0	914	160	0	0	0	121	6	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	467	204	0	0	914	160	0	0	0	121	6	196
Peak Hour Factor	0.9280	0.9280	1.0000	1.0000	0.9280	0.9280	1.0000	1.0000	1.0000	0.9280	0.9280	0.9280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	126	55	0	0	246	43	0	0	0	33	2	53
Total Analysis Volume [veh/h]	503	220	0	0	985	172	0	0	0	130	6	211
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	54	68	0	0	14	0	0	0	0	0	27	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	95	95	95	95		95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	29	65	32	32		22
g / C, Green / Cycle	0.31	0.69	0.34	0.34		0.23
(v / s)_i Volume / Saturation Flow Rate	0.28	0.06	0.28	0.11		0.21
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1661
c, Capacity [veh/h]	547	2451	1209	540		377
d1, Uniform Delay [s]	31.80	4.91	28.66	23.25		35.86
k, delay calibration	0.12	0.50	0.50	0.50		0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	7.56	0.07	6.11	1.55		15.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.92	0.09	0.81	0.32		0.92
d, Delay for Lane Group [s/veh]	39.37	4.99	34.77	24.80		51.30
Lane Group LOS	D	A	C	C		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	11.47	0.57	10.46	2.91		9.30
50th-Percentile Queue Length [ft/ln]	286.83	14.25	261.62	72.67		232.51
95th-Percentile Queue Length [veh/ln]	17.03	1.03	15.77	5.23		14.30
95th-Percentile Queue Length [ft/ln]	425.70	25.66	394.25	130.80		357.55

Movement, Approach, & Intersection Results

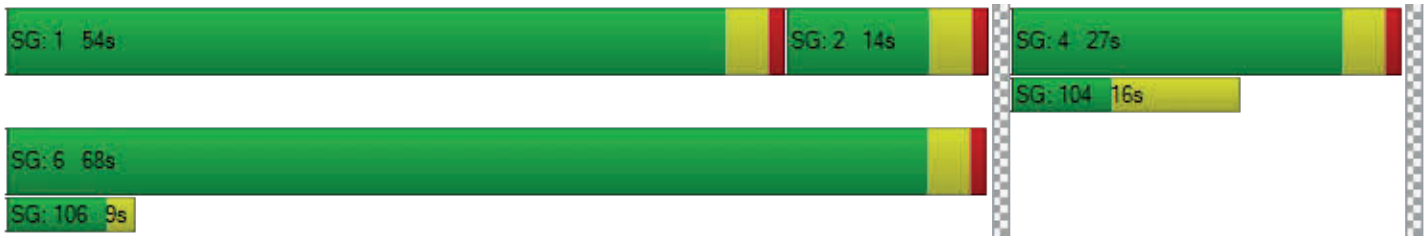
d_M, Delay for Movement [s/veh]	39.37	4.99	0.00	0.00	34.77	24.80	0.00	0.00	0.00	51.30	51.30	51.30
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	28.91			33.29			0.00			51.30		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	34.67											
Intersection LOS	C											
Intersection V/C	0.879											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.14	0.00	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.767	0.000	2.055
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1347	210	0	484
d_b, Bicycle Delay [s]	5.06	38.03	47.51	27.29
l_b,int, Bicycle LOS Score for Intersection	2.156	2.514	4.132	2.132
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	663	229	432	563	0	38	3	438	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	663	229	432	563	0	38	3	438	0	0	0
Peak Hour Factor	0.9500	0.9450	0.9450	0.9450	0.9450	0.9500	0.9450	0.9450	0.9450	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	175	61	114	149	0	10	1	116	0	0	0
Total Analysis Volume [veh/h]	0	702	242	457	596	0	40	3	463	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	34	48	0	0	42	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	25	54	28	28	
g / C, Green / Cycle	0.27	0.28	0.59	0.32	0.32	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.26	0.32	0.02	0.29	
s, saturation flow rate [veh/h]	3560	1781	1870	1787	1589	
c, Capacity [veh/h]	966	497	1112	566	503	
d1, Uniform Delay [s]	29.77	31.50	10.86	21.55	29.68	
k, delay calibration	0.50	0.28	0.50	0.11	0.23	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.76	16.24	1.85	0.06	13.76	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.73	0.92	0.54	0.08	0.92	
d, Delay for Lane Group [s/veh]	34.54	47.73	12.71	21.61	43.43	
Lane Group LOS	C	D	B	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.34	11.56	6.91	0.62	10.91	
50th-Percentile Queue Length [ft/ln]	183.53	288.89	172.83	15.38	272.76	
95th-Percentile Queue Length [veh/ln]	11.78	17.13	11.23	1.11	16.33	
95th-Percentile Queue Length [ft/ln]	294.61	428.26	280.64	27.68	408.19	

Movement, Approach, & Intersection Results

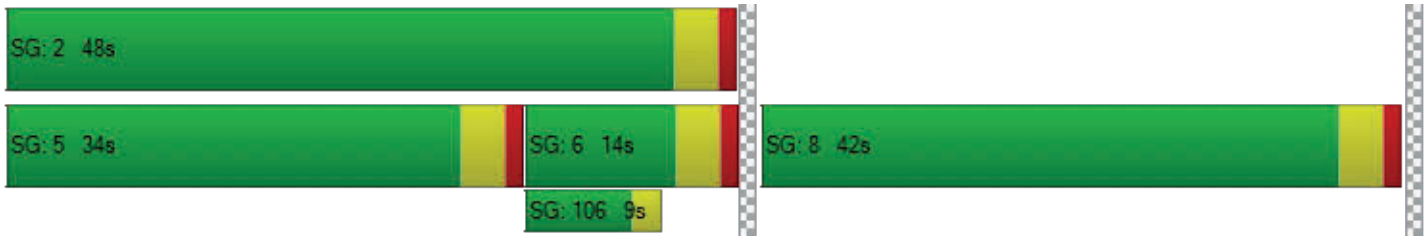
d_M, Delay for Movement [s/veh]	0.00	34.54	0.00	47.73	12.71	0.00	21.61	21.61	43.43	0.00	0.00	0.00
Movement LOS		C		D	B		C	C	D			
d_A, Approach Delay [s/veh]	34.54			27.91			41.58			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	33.03											
Intersection LOS	C											
Intersection V/C	0.860											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.871
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	978	844	0
d_b, Bicycle Delay [s]	35.57	11.76	15.03	45.01
l_b,int, Bicycle LOS Score for Intersection	2.139	3.297	2.395	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	117	14	85	154	24	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	14	85	154	24	95
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	4	23	41	6	25
Total Analysis Volume [veh/h]	124	15	90	163	25	101
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	664	683	653	718	718	725
Degree of Utilization, x	0.10	0.10	0.14	0.11	0.11	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.35	0.34	0.48	0.38	0.38	0.63
95th-Percentile Queue Length [ft]	8.73	8.46	11.92	9.56	9.56	15.65
Approach Delay [s/veh]	8.66		8.62			9.01
Approach LOS	A		A			A
Intersection Delay [s/veh]	8.73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.135

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	30	567	779	80	42	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	567	779	80	42	41
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	148	204	21	11	11
Total Analysis Volume [veh/h]	31	592	814	84	44	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.14	0.12
d_M, Delay for Movement [s/veh]	9.96	0.00	0.00	0.00	19.68	18.67
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.13	0.00	0.00	0.00	1.00	1.00
95th-Percentile Queue Length [ft/ln]	3.20	0.00	0.00	0.00	24.99	24.99
d_A, Approach Delay [s/veh]	0.50		0.00		19.18	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.23					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	42	412	687	76	133	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	412	687	76	133	55
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	113	189	21	37	15
Total Analysis Volume [veh/h]	46	453	755	84	146	60
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	31	20	0	59	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	72	64	64	10	10
g / C, Green / Cycle	0.05	0.80	0.71	0.71	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.03	0.24	0.40	0.05	0.08	0.04
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	97	1503	1319	1121	191	170
d1, Uniform Delay [s]	41.33	2.29	6.56	4.13	39.09	37.29
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.59	0.52	1.81	0.13	6.23	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.30	0.57	0.07	0.76	0.35
d, Delay for Lane Group [s/veh]	44.92	2.80	8.38	4.26	45.32	38.52
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.08	1.42	6.32	0.44	3.32	1.23
50th-Percentile Queue Length [ft/ln]	26.94	35.46	158.02	10.92	82.89	30.71
95th-Percentile Queue Length [veh/ln]	1.94	2.55	10.44	0.79	5.97	2.21
95th-Percentile Queue Length [ft/ln]	48.49	63.83	261.09	19.65	149.20	55.29

Movement, Approach, & Intersection Results

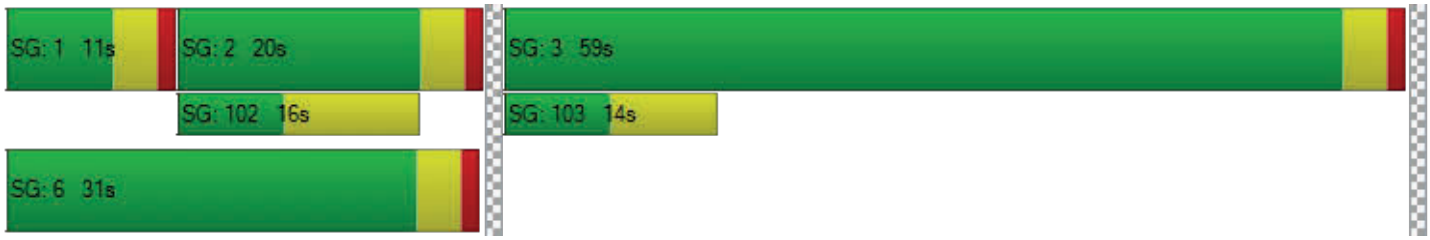
d_M, Delay for Movement [s/veh]	44.92	2.80	8.38	4.26	45.32	38.52
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	6.68		7.96		43.34	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.27					
Intersection LOS	B					
Intersection V/C	0.590					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.367	0.000	2.104
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	355	1222
d_b, Bicycle Delay [s]	22.06	30.43	6.81
l_b,int, Bicycle LOS Score for Intersection	2.383	2.944	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	63.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.160

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	70	1	43	23	0	27	54	613	41	18	327	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	1	43	23	0	27	54	613	41	18	327	23
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	12	6	0	7	15	166	0	5	89	6
Total Analysis Volume [veh/h]	76	1	47	25	0	29	59	665	0	20	355	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	440	512	474	531	665	573	491	527	534
Degree of Utilization, x	0.18	0.09	0.11	0.11	1.16	0.00	0.04	0.36	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.63	0.30	0.38	0.37	22.55	0.00	0.13	1.63	1.60
95th-Percentile Queue Length [ft]	15.72	7.54	9.58	9.32	563.67	0.00	3.18	40.75	39.96
Approach Delay [s/veh]	11.79		11.57	104.40			13.09		
Approach LOS	B		B	F			B		
Intersection Delay [s/veh]	63.68								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	218	3	230	446	11	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	3	230	446	11	142
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	1	61	117	3	37
Total Analysis Volume [veh/h]	229	3	242	469	12	149
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	68	68	2	74
g / C, Green / Cycle	0.09	0.09	0.75	0.75	0.02	0.82
(v / s)_i Volume / Saturation Flow Rate	0.07	0.00	0.13	0.30	0.01	0.08
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	325	150	1405	1194	38	1528
d1, Uniform Delay [s]	39.57	37.02	3.20	3.95	43.41	1.64
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.78	0.05	0.27	0.97	4.60	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.02	0.17	0.39	0.31	0.10
d, Delay for Lane Group [s/veh]	42.35	37.07	3.47	4.93	48.01	1.76
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.47	0.06	0.90	2.23	0.30	0.25
50th-Percentile Queue Length [ft/ln]	61.68	1.49	22.48	55.63	7.61	6.32
95th-Percentile Queue Length [veh/ln]	4.44	0.11	1.62	4.01	0.55	0.46
95th-Percentile Queue Length [ft/ln]	111.03	2.68	40.46	100.13	13.69	11.38

Movement, Approach, & Intersection Results

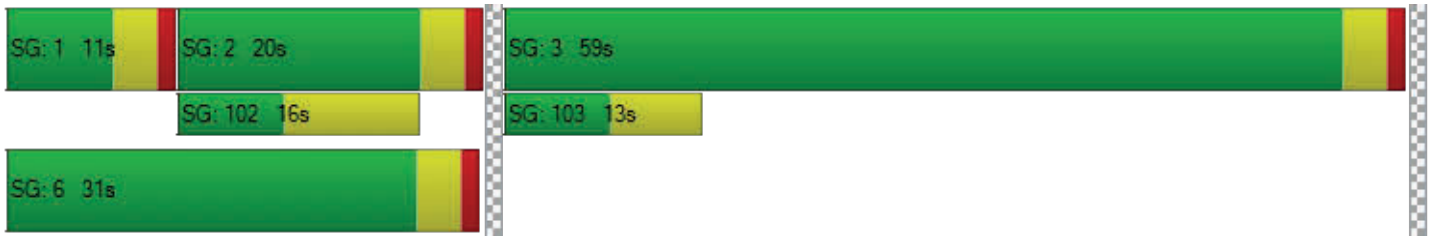
d_M, Delay for Movement [s/veh]	42.35	37.07	3.47	4.93	48.01	1.76
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	42.28		4.43		5.21	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	12.50					
Intersection LOS	B					
Intersection V/C	0.425					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.391	0.000	2.116
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.733	1.825
Bicycle LOS	A	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D-II

TIER I: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1448	120	81	253	0	165	6	692	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1448	120	81	253	0	165	6	692	0	0	0
Peak Hour Factor	0.9500	0.9770	0.9770	0.9770	0.9770	0.9500	0.9770	0.9770	0.9770	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	371	31	21	65	0	42	2	177	0	0	0
Total Analysis Volume [veh/h]	0	1482	123	83	259	0	169	6	708	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	11	25	0	0	65	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	6	56	26	26	
g / C, Green / Cycle	0.51	0.07	0.62	0.29	0.29	
(v / s)_i Volume / Saturation Flow Rate	0.42	0.05	0.14	0.10	0.25	
s, saturation flow rate [veh/h]	3560	1781	1870	1784	2813	
c, Capacity [veh/h]	1802	123	1159	520	820	
d1, Uniform Delay [s]	18.80	40.92	7.56	25.07	30.21	
k, delay calibration	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.38	6.28	0.45	0.38	2.87	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.82	0.67	0.22	0.34	0.86	
d, Delay for Lane Group [s/veh]	23.18	47.21	8.00	25.45	33.08	
Lane Group LOS	C	D	A	C	C	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	13.09	1.99	2.13	2.85	7.13	
50th-Percentile Queue Length [ft/ln]	327.18	49.79	53.36	71.15	178.29	
95th-Percentile Queue Length [veh/ln]	19.02	3.58	3.84	5.12	11.51	
95th-Percentile Queue Length [ft/ln]	475.51	89.61	96.05	128.07	287.78	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	23.18	0.00	47.21	8.00	0.00	25.45	25.45	33.08	0.00	0.00	0.00
Movement LOS		C		D	A		C	C	C			
d_A, Approach Delay [s/veh]	23.18			17.52			31.57			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	25.20											
Intersection LOS	C											
Intersection V/C	0.824											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.510
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	467	1355	0
d_b, Bicycle Delay [s]	35.57	26.46	4.68	45.01
l_b,int, Bicycle LOS Score for Intersection	2.782	2.124	3.017	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.188

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	94	1420	689	31	42	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	1420	689	31	42	31
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	377	183	8	11	8
Total Analysis Volume [veh/h]	100	1507	731	33	45	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.02	0.01	0.00	0.19	0.05
d_M, Delay for Movement [s/veh]	9.83	0.00	0.00	0.00	23.56	14.36
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.40	0.00	0.00	0.00	0.93	0.93
95th-Percentile Queue Length [ft/ln]	10.03	0.00	0.00	0.00	23.19	23.19
d_A, Approach Delay [s/veh]	0.61		0.00		19.66	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.03					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	119	1	65	29	0	74	18	365	158	70	1321	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	1	65	29	0	74	18	365	158	70	1321	29
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	0	17	7	0	19	5	94	41	18	342	7
Total Analysis Volume [veh/h]	123	1	67	30	0	77	19	377	163	72	1366	30
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	26	0	0	26	0	11	31	0	33	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	21	21	3	51	6	54	54
g / C, Green / Cycle	0.23	0.23	0.23	0.03	0.57	0.06	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.20	0.04	0.21	0.01	0.20	0.04	0.37	0.38
s, saturation flow rate [veh/h]	620	1589	501	1781	1870	1781	1870	1856
c, Capacity [veh/h]	223	369	167	52	1065	116	1132	1123
d1, Uniform Delay [s]	33.16	27.71	29.62	42.85	10.43	41.00	11.21	11.22
k, delay calibration	0.16	0.11	0.19	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.11	0.23	6.82	4.17	0.92	5.38	2.54	2.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.18	0.64	0.36	0.35	0.62	0.62	0.62
d, Delay for Lane Group [s/veh]	36.27	27.95	36.44	47.02	11.36	46.39	13.75	13.79
Lane Group LOS	D	C	D	D	B	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.75	1.18	2.21	0.46	3.78	1.68	8.12	8.09
50th-Percentile Queue Length [ft/ln]	68.87	29.51	55.20	11.56	94.53	41.91	202.91	202.20
95th-Percentile Queue Length [veh/ln]	4.96	2.12	3.97	0.83	6.81	3.02	12.79	12.75
95th-Percentile Queue Length [ft/ln]	123.96	53.11	99.36	20.81	170.15	75.44	319.72	318.80

Movement, Approach, & Intersection Results

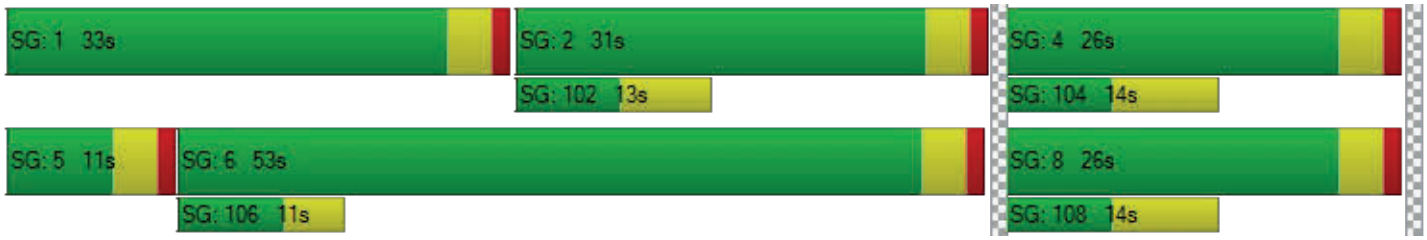
d_M, Delay for Movement [s/veh]	36.27	36.27	27.95	36.44	36.44	36.44	47.02	11.36	0.00	46.39	13.77	13.79
Movement LOS	D	D	C	D	D	D	D	B		D	B	B
d_A, Approach Delay [s/veh]	33.35			36.44			13.07			15.37		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	17.58											
Intersection LOS	B											
Intersection V/C	0.691											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.011	1.778	2.984	2.804
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	600	1089
d_b, Bicycle Delay [s]	25.69	25.69	22.05	9.34
l_b,int, Bicycle LOS Score for Intersection	1.875	1.736	2.213	2.771
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	663	229	432	563	0	38	3	438	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	663	229	432	563	0	38	3	438	0	0	0
Peak Hour Factor	0.9500	0.9450	0.9450	0.9450	0.9450	0.9500	0.9450	0.9450	0.9450	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	175	61	114	149	0	10	1	116	0	0	0
Total Analysis Volume [veh/h]	0	702	242	457	596	0	40	3	463	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	49	63	0	0	27	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	35	25	65	17	17	
g / C, Green / Cycle	0.39	0.28	0.72	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.26	0.32	0.02	0.16	
s, saturation flow rate [veh/h]	3560	1781	1870	1787	2813	
c, Capacity [veh/h]	1397	503	1346	342	539	
d1, Uniform Delay [s]	20.70	31.16	5.20	30.15	35.22	
k, delay calibration	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.29	6.57	1.06	0.16	4.13	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.50	0.91	0.44	0.13	0.86	
d, Delay for Lane Group [s/veh]	21.99	37.73	6.26	30.31	39.35	
Lane Group LOS	C	D	A	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.63	10.17	4.00	0.76	4.99	
50th-Percentile Queue Length [ft/ln]	140.71	254.37	100.08	18.98	124.68	
95th-Percentile Queue Length [veh/ln]	9.52	15.41	7.21	1.37	8.65	
95th-Percentile Queue Length [ft/ln]	237.97	385.15	180.15	34.17	216.25	

Movement, Approach, & Intersection Results

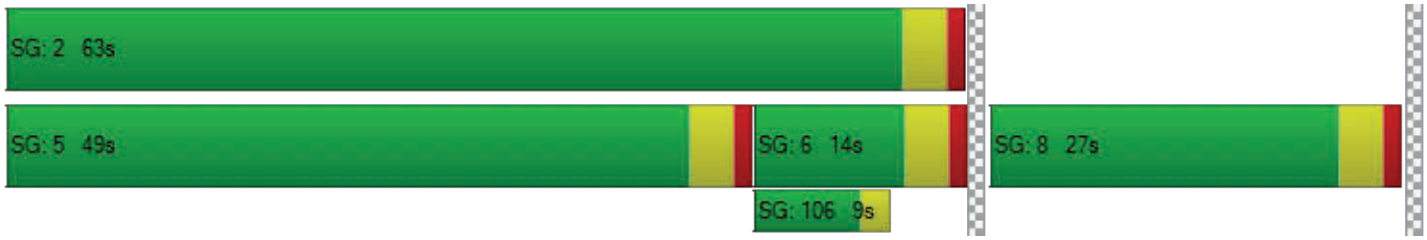
d_M, Delay for Movement [s/veh]	0.00	21.99	0.00	37.73	6.26	0.00	30.31	30.31	39.35	0.00	0.00	0.00
Movement LOS		C		D	A		C	C	D			
d_A, Approach Delay [s/veh]		21.99			19.92			38.58			0.00	
Approach LOS		C			B			D			A	
d_I, Intersection Delay [s/veh]	24.74											
Intersection LOS	C											
Intersection V/C	0.713											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.871
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	1311	511	0
d_b, Bicycle Delay [s]	35.57	5.35	24.95	45.01
l_b,int, Bicycle LOS Score for Intersection	2.139	3.297	2.395	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	30	567	779	80	42	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	567	779	80	42	41
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	148	204	21	11	11
Total Analysis Volume [veh/h]	31	592	814	84	44	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.13	0.08
d_M, Delay for Movement [s/veh]	9.99	0.00	0.00	0.00	18.03	13.73
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.13	0.00	0.00	0.00	0.78	0.78
95th-Percentile Queue Length [ft/ln]	3.22	0.00	0.00	0.00	19.42	19.42
d_A, Approach Delay [s/veh]	0.50		0.00		15.90	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.05					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	70	1	43	23	0	27	54	613	41	18	327	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	1	43	23	0	27	54	613	41	18	327	23
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	12	6	0	7	15	166	11	5	89	6
Total Analysis Volume [veh/h]	76	1	47	25	0	29	59	665	44	20	355	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	16	45	0	11	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	5	66	3	63	63
g / C, Green / Cycle	0.11	0.11	0.11	0.06	0.73	0.03	0.70	0.70
(v / s)_i Volume / Saturation Flow Rate	0.06	0.03	0.06	0.03	0.36	0.01	0.10	0.10
s, saturation flow rate [veh/h]	1263	1589	904	1781	1870	1781	1870	1827
c, Capacity [veh/h]	215	170	155	109	1361	57	1306	1277
d1, Uniform Delay [s]	38.31	37.00	37.78	41.05	5.17	42.68	4.56	4.56
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.01	0.87	1.33	4.15	1.26	3.69	0.24	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.28	0.35	0.54	0.49	0.35	0.15	0.15
d, Delay for Lane Group [s/veh]	39.32	37.87	39.11	45.19	6.43	46.37	4.79	4.80
Lane Group LOS	D	D	D	D	A	D	A	A
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.68	0.99	1.22	1.36	4.03	0.48	0.98	0.96
50th-Percentile Queue Length [ft/ln]	41.94	24.86	30.47	33.88	100.66	12.01	24.40	24.11
95th-Percentile Queue Length [veh/ln]	3.02	1.79	2.19	2.44	7.25	0.87	1.76	1.74
95th-Percentile Queue Length [ft/ln]	75.50	44.75	54.84	60.98	181.19	21.63	43.92	43.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.32	39.32	37.87	39.11	39.11	39.11	45.19	6.43	0.00	46.37	4.80	4.80
Movement LOS	D	D	D	D	D	D	D	A		D	A	A
d_A, Approach Delay [s/veh]	38.77			39.11			9.59			6.88		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	12.76											
Intersection LOS	B											
Intersection V/C	0.494											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	1.979	1.771	2.715	2.536
Crosswalk LOS	A	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	666	911	800
d_b, Bicycle Delay [s]	20.01	20.01	13.35	16.21
l_b,int, Bicycle LOS Score for Intersection	1.764	1.649	2.754	1.890
Bicycle LOS	A	A	C	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX D-III

TIER II: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	53.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.011

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	730	1260	0	0	245	145	0	0	0	230	11	403
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	730	1260	0	0	245	145	0	0	0	230	11	403
Peak Hour Factor	0.9770	0.9770	1.0000	1.0000	0.9770	0.9770	1.0000	1.0000	1.0000	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	187	322	0	0	63	37	0	0	0	59	3	103
Total Analysis Volume [veh/h]	747	1290	0	0	251	148	0	0	0	235	11	412
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	54	69	0	0	15	0	0	0	0	0	51	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	50	65	11	11		47
g / C, Green / Cycle	0.42	0.54	0.09	0.09		0.39
(v / s)_i Volume / Saturation Flow Rate	0.42	0.36	0.07	0.09		0.40
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1657
c, Capacity [veh/h]	741	1930	330	147		648
d1, Uniform Delay [s]	35.04	19.73	53.13	54.43		36.52
k, delay calibration	0.47	0.50	0.50	0.50		0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	34.27	1.86	15.17	75.26		38.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	1.01	0.67	0.76	1.00		1.01
d, Delay for Lane Group [s/veh]	69.31	21.59	68.30	129.70		74.81
Lane Group LOS	F	C	E	F		F
Critical Lane Group	Yes	No	No	Yes		Yes
50th-Percentile Queue Length [veh/ln]	27.21	12.34	4.30	7.42		25.43
50th-Percentile Queue Length [ft/ln]	680.27	308.45	107.49	185.42		635.79
95th-Percentile Queue Length [veh/ln]	35.99	18.10	7.70	11.90		34.07
95th-Percentile Queue Length [ft/ln]	899.80	452.46	192.51	297.57		851.70

Movement, Approach, & Intersection Results

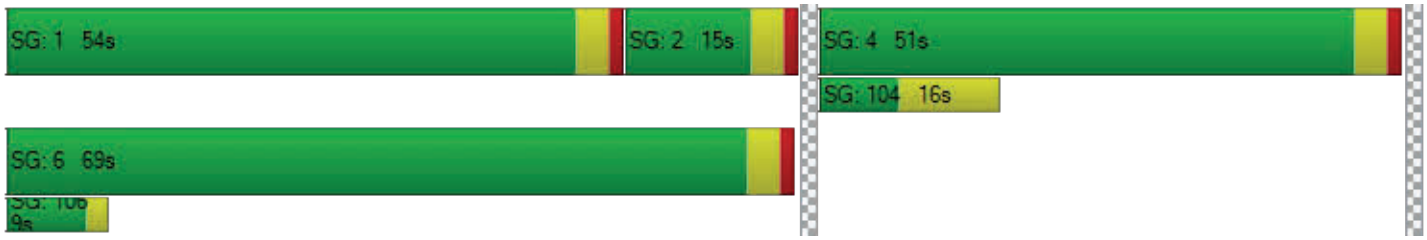
d_M, Delay for Movement [s/veh]	69.31	21.59	0.00	0.00	68.30	129.70	0.00	0.00	0.00	74.81	74.81	74.81
Movement LOS	F	C			E	F				E	E	E
d_A, Approach Delay [s/veh]	39.09			91.07			0.00			74.81		
Approach LOS	D			F			A			E		
d_I, Intersection Delay [s/veh]	53.39											
Intersection LOS	D											
Intersection V/C	1.011											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.928	0.000	2.168
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1083	183	0	783
d_b, Bicycle Delay [s]	12.60	49.50	60.00	22.20
l_b,int, Bicycle LOS Score for Intersection	3.240	1.889	4.132	2.645
Bicycle LOS	C	A	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	113.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.199

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1628	177	96	494	0	250	6	864	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1628	177	96	494	0	250	6	864	0	0	0
Peak Hour Factor	0.9500	0.9770	0.9770	0.9770	0.9770	0.9500	0.9770	0.9770	0.9770	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	417	45	25	126	0	64	2	221	0	0	0
Total Analysis Volume [veh/h]	0	1666	181	98	506	0	256	6	884	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	50	0	11	61	0	0	59	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	7	57	55	55	
g / C, Green / Cycle	0.38	0.06	0.48	0.46	0.46	
(v / s)_i Volume / Saturation Flow Rate	0.47	0.06	0.27	0.15	0.56	
s, saturation flow rate [veh/h]	3560	1781	1870	1783	1589	
c, Capacity [veh/h]	1368	104	891	815	727	
d1, Uniform Delay [s]	36.93	56.27	22.56	20.73	32.57	
k, delay calibration	0.50	0.11	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	104.71	28.49	2.62	0.23	109.87	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.22	0.94	0.57	0.32	1.22	
d, Delay for Lane Group [s/veh]	141.65	84.76	25.19	20.95	142.43	
Lane Group LOS	F	F	C	C	F	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	39.52	3.78	10.77	4.58	41.90	
50th-Percentile Queue Length [ft/ln]	988.06	94.51	269.33	114.44	1047.38	
95th-Percentile Queue Length [veh/ln]	56.70	6.80	16.16	8.09	60.20	
95th-Percentile Queue Length [ft/ln]	1417.44	170.12	403.91	202.15	1505.07	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	141.65	0.00	84.76	25.19	0.00	20.95	20.95	142.43	0.00	0.00	0.00
Movement LOS		F		F	C		C	C	F			
d_A, Approach Delay [s/veh]	141.65			34.85			114.66			0.00		
Approach LOS	F			C			F			A		
d_I, Intersection Delay [s/veh]	113.71											
Intersection LOS	F											
Intersection V/C	1.199											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.539
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	950	917	0
d_b, Bicycle Delay [s]	22.81	16.53	17.60	60.00
l_b,int, Bicycle LOS Score for Intersection	2.934	2.556	3.451	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.295

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	183	44	150	44	29	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	44	150	44	29	167
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	12	39	12	8	44
Total Analysis Volume [veh/h]	193	46	158	46	31	176
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	635	667	610	668	668	701
Degree of Utilization, x	0.19	0.18	0.26	0.03	0.03	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.69	0.65	1.03	0.11	0.11	1.23
95th-Percentile Queue Length [ft]	17.20	16.21	25.71	2.67	2.67	30.82
Approach Delay [s/veh]	9.47		10.11			10.27
Approach LOS	A		B			B
Intersection Delay [s/veh]	9.93					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.172

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	104	1716	1042	52	90	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	1716	1042	52	90	41
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	452	274	14	24	11
Total Analysis Volume [veh/h]	109	1806	1097	55	95	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.02	0.01	0.00	0.00	0.17
d_M, Delay for Movement [s/veh]	12.23	0.00	0.00	0.00	10000.00	10000.00
Movement LOS	B	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.65	0.00	0.00	0.00	19.86	19.86
95th-Percentile Queue Length [ft/ln]	16.26	0.00	0.00	0.00	496.41	496.41
d_A, Approach Delay [s/veh]	0.70		0.00		10000.00	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	430.99					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	36.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.087

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	62	1643	932	119	91	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	1643	932	119	91	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	432	245	31	24	10
Total Analysis Volume [veh/h]	65	1729	981	125	96	39
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	102	91	0	18	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	104	93	93	8	8
g / C, Green / Cycle	0.05	0.86	0.78	0.78	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.04	0.92	0.52	0.08	0.05	0.02
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	93	1614	1455	1237	125	111
d1, Uniform Delay [s]	55.95	8.20	6.22	3.21	54.84	53.18
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.24	44.12	2.52	0.16	9.57	1.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	1.07	0.67	0.10	0.77	0.35
d, Delay for Lane Group [s/veh]	65.18	52.32	8.74	3.37	64.40	55.06
Lane Group LOS	E	F	A	A	E	E
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.17	39.49	10.32	0.67	3.11	1.15
50th-Percentile Queue Length [ft/ln]	54.37	987.30	257.95	16.69	77.87	28.87
95th-Percentile Queue Length [veh/ln]	3.91	53.16	15.59	1.20	5.61	2.08
95th-Percentile Queue Length [ft/ln]	97.87	1329.06	389.65	30.04	140.17	51.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.18	52.32	8.74	3.37	64.40	55.06
Movement LOS	E	F	A	A	E	E
d_A, Approach Delay [s/veh]	52.79		8.13		61.70	
Approach LOS	D		A		E	
d_I, Intersection Delay [s/veh]	36.91					
Intersection LOS	D					
Intersection V/C	1.087					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.869	0.000	2.112
Crosswalk LOS	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1634	1450	233
d_b, Bicycle Delay [s]	2.01	4.53	46.81
l_b,int, Bicycle LOS Score for Intersection	4.520	3.385	1.560
Bicycle LOS	E	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	287.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.732

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	119	1	65	34	0	91	27	646	158	70	1535	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	1	65	34	0	91	27	646	158	70	1535	32
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	0	17	9	0	24	7	167	0	18	397	8
Total Analysis Volume [veh/h]	123	1	67	35	0	94	28	668	0	72	1587	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	356	404	383	399	668	423	440	810	810
Degree of Utilization, x	0.35	0.17	0.34	0.07	1.58	0.00	0.16	1.73	1.73

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.52	0.59	1.45	0.23	37.37	0.00	0.58	49.00	48.81
95th-Percentile Queue Length [ft]	38.02	14.72	36.35	5.63	934.13	0.00	14.52	1225.03	1220.23
Approach Delay [s/veh]	16.44		17.07	282.45			341.19		
Approach LOS	C		C	F			F		
Intersection Delay [s/veh]	287.75								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	862	31	377	379	66	780
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	862	31	377	379	66	780
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	227	8	99	100	17	205
Total Analysis Volume [veh/h]	907	33	397	399	69	821
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	45	45	6	55
g / C, Green / Cycle	0.30	0.30	0.50	0.50	0.06	0.61
(v / s)_i Volume / Saturation Flow Rate	0.26	0.02	0.21	0.25	0.04	0.44
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	1051	483	931	791	116	1136
d1, Uniform Delay [s]	29.57	22.28	14.41	15.16	40.94	12.38
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.25	0.06	1.43	2.29	4.82	4.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.07	0.43	0.50	0.60	0.72
d, Delay for Lane Group [s/veh]	31.82	22.34	15.84	17.45	45.77	16.39
Lane Group LOS	C	C	B	B	D	B
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.84	0.47	5.01	5.41	1.59	10.75
50th-Percentile Queue Length [ft/ln]	220.99	11.86	125.21	135.16	39.87	268.70
95th-Percentile Queue Length [veh/ln]	13.72	0.85	8.68	9.22	2.87	16.12
95th-Percentile Queue Length [ft/ln]	342.89	21.35	216.96	230.49	71.77	403.11

Movement, Approach, & Intersection Results

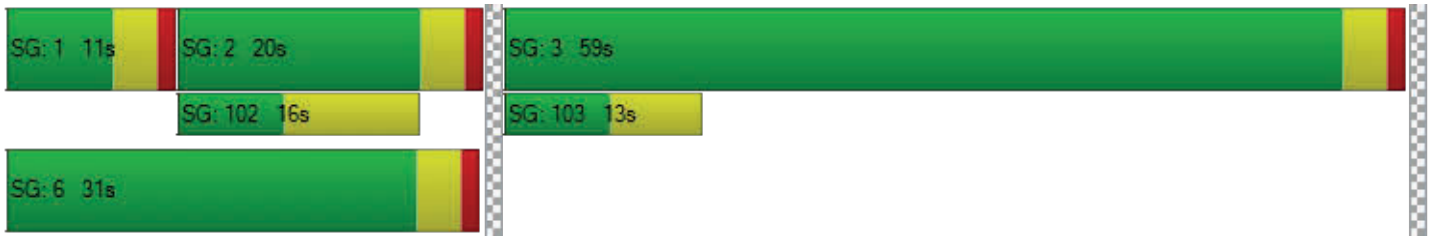
d_M, Delay for Movement [s/veh]	31.82	22.34	15.84	17.45	45.77	16.39
Movement LOS	C	C	B	B	D	B
d_A, Approach Delay [s/veh]	31.49		16.65		18.66	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	22.64					
Intersection LOS	C					
Intersection V/C	0.809					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.645	0.000	2.512
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.873	3.028
Bicycle LOS	A	C	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	86.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.094

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	578	339	0	0	1114	241	0	0	0	282	6	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	578	339	0	0	1114	241	0	0	0	282	6	217
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	89	0	0	293	63	0	0	0	74	2	57
Total Analysis Volume [veh/h]	608	357	0	0	1173	254	0	0	0	297	6	228
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	42	82	0	0	40	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	38	78	36	36		34
g / C, Green / Cycle	0.32	0.65	0.30	0.30		0.28
(v / s)_i Volume / Saturation Flow Rate	0.34	0.10	0.33	0.16		0.31
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1694
c, Capacity [veh/h]	564	2314	1069	477		480
d1, Uniform Delay [s]	40.99	8.17	41.97	34.96		42.97
k, delay calibration	0.50	0.50	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	60.97	0.14	58.21	4.21		73.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	1.08	0.15	1.10	0.53		1.11
d, Delay for Lane Group [s/veh]	101.96	8.31	100.17	39.17		116.18
Lane Group LOS	F	A	F	D		F
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	25.38	1.65	23.73	6.53		23.83
50th-Percentile Queue Length [ft/ln]	634.48	41.31	593.16	163.28		595.74
95th-Percentile Queue Length [veh/ln]	35.35	2.97	33.63	10.72		33.86
95th-Percentile Queue Length [ft/ln]	883.87	74.36	840.63	268.06		846.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	101.96	8.31	0.00	0.00	100.17	39.17	0.00	0.00	0.00	116.18	116.18	116.18
Movement LOS	F	A			F	D				F	F	F
d_A, Approach Delay [s/veh]	67.31			89.31			0.00			116.18		
Approach LOS	E			F			A			F		
d_I, Intersection Delay [s/veh]	86.93											
Intersection LOS	F											
Intersection V/C	1.094											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.49	0.00	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.902	0.000	2.127
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1300	600	0	567
d_b, Bicycle Delay [s]	7.34	29.38	59.98	30.80
l_b,int, Bicycle LOS Score for Intersection	2.356	2.737	4.132	2.436
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	80.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.086

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	878	297	493	866	0	68	3	644	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	878	297	493	866	0	68	3	644	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	78	130	228	0	18	1	169	0	0	0
Total Analysis Volume [veh/h]	0	924	313	519	912	0	72	3	678	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	33	0	36	69	0	0	51	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	29	32	65	47	47	
g / C, Green / Cycle	0.24	0.27	0.54	0.39	0.39	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.29	0.49	0.04	0.43	
s, saturation flow rate [veh/h]	3560	1781	1870	1784	1589	
c, Capacity [veh/h]	865	475	1015	697	620	
d1, Uniform Delay [s]	45.41	43.98	24.46	23.27	36.57	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	50.57	68.78	12.33	0.07	64.01	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.07	1.09	0.90	0.11	1.09	
d, Delay for Lane Group [s/veh]	95.99	112.76	36.79	23.34	100.58	
Lane Group LOS	F	F	D	C	F	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	18.85	23.04	25.50	1.34	28.29	
50th-Percentile Queue Length [ft/ln]	471.27	575.95	637.46	33.52	707.31	
95th-Percentile Queue Length [veh/ln]	26.99	32.61	33.78	2.41	39.39	
95th-Percentile Queue Length [ft/ln]	674.79	815.29	844.50	60.33	984.73	

Movement, Approach, & Intersection Results

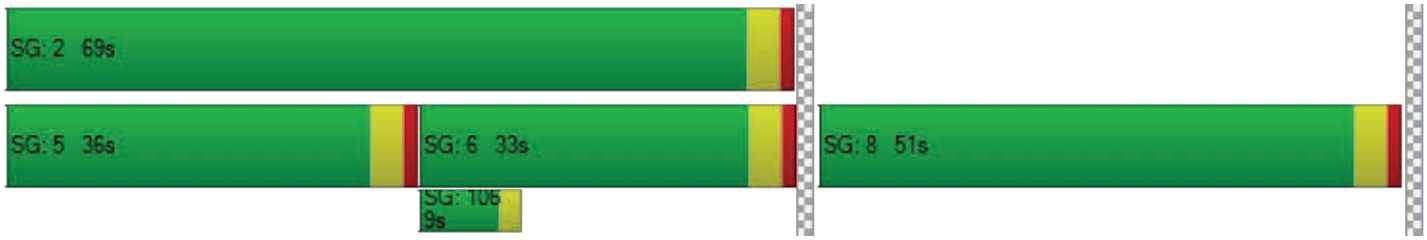
d_M, Delay for Movement [s/veh]	0.00	95.99	0.00	112.76	36.79	0.00	23.34	23.34	100.58	0.00	0.00	0.00
Movement LOS		F		F	D		C	C	F			
d_A, Approach Delay [s/veh]		95.99			64.34			92.89			0.00	
Approach LOS		F			E			F			A	
d_I, Intersection Delay [s/veh]	80.67											
Intersection LOS	F											
Intersection V/C	1.086											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.946
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	1083	783	0
d_b, Bicycle Delay [s]	34.50	12.60	22.20	59.99
l_b,int, Bicycle LOS Score for Intersection	2.322	3.921	2.802	4.132
Bicycle LOS	B	D	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	135	32	126	154	41	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	32	126	154	41	139
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	8	33	41	11	37
Total Analysis Volume [veh/h]	142	34	133	162	43	146
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	625	656	624	683	683	693
Degree of Utilization, x	0.14	0.13	0.21	0.12	0.12	0.27

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.49	0.46	0.80	0.40	0.40	1.11
95th-Percentile Queue Length [ft]	12.21	11.55	20.09	10.04	10.04	27.64
Approach Delay [s/veh]	9.22		9.29			10.13
Approach LOS	A		A			B
Intersection Delay [s/veh]	9.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	64.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.293

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	44	798	1208	140	83	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	798	1208	140	83	53
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	208	316	37	22	14
Total Analysis Volume [veh/h]	46	834	1262	146	87	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.01	0.01	0.00	0.45	0.29
d_M, Delay for Movement [s/veh]	13.21	0.00	0.00	0.00	64.49	64.93
Movement LOS	B	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.31	0.00	0.00	0.00	4.87	4.87
95th-Percentile Queue Length [ft/ln]	7.82	0.00	0.00	0.00	121.72	121.72
d_A, Approach Delay [s/veh]	0.69		0.00		64.66	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	4.03					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	18.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.816

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	67	615	1070	121	157	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	615	1070	121	157	79
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	162	282	32	41	21
Total Analysis Volume [veh/h]	71	647	1126	127	165	83
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	54	43	0	66	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	99	88	88	13	13
g / C, Green / Cycle	0.05	0.82	0.73	0.73	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.04	0.35	0.60	0.08	0.09	0.05
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	95	1536	1373	1167	200	178
d1, Uniform Delay [s]	55.94	2.93	10.64	4.60	52.10	49.88
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.81	0.85	5.59	0.19	8.39	1.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.42	0.82	0.11	0.83	0.47
d, Delay for Lane Group [s/veh]	66.74	3.78	16.23	4.79	60.49	51.77
Lane Group LOS	E	A	B	A	E	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.41	3.40	18.99	0.88	5.20	2.37
50th-Percentile Queue Length [ft/ln]	60.16	85.08	474.87	22.09	129.93	59.31
95th-Percentile Queue Length [veh/ln]	4.33	6.13	26.14	1.59	8.94	4.27
95th-Percentile Queue Length [ft/ln]	108.28	153.14	653.56	39.75	223.40	106.76

Movement, Approach, & Intersection Results

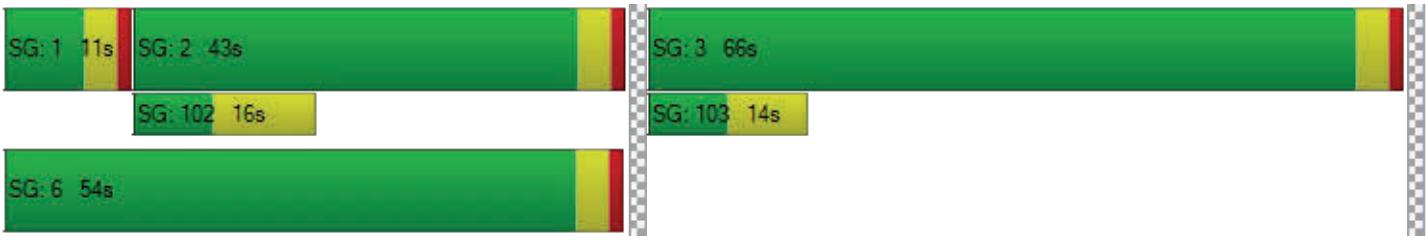
d_M, Delay for Movement [s/veh]	66.74	3.78	16.23	4.79	60.49	51.77
Movement LOS	E	A	B	A	E	D
d_A, Approach Delay [s/veh]	10.01		15.07		57.57	
Approach LOS	B		B		E	
d_I, Intersection Delay [s/veh]	18.18					
Intersection LOS	B					
Intersection V/C	0.816					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	0.00	49.49
l_p,int, Pedestrian LOS Score for Intersection	2.580	0.000	2.171
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	834	650	1034
d_b, Bicycle Delay [s]	20.40	27.32	14.00
l_b,int, Bicycle LOS Score for Intersection	2.744	3.627	1.560
Bicycle LOS	B	D	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	243.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.908

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	70	1	43	34	0	35	62	962	41	18	494	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	1	43	34	0	35	62	962	41	18	494	35
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	11	9	0	9	16	253	0	5	130	9
Total Analysis Volume [veh/h]	74	1	45	36	0	37	65	1013	0	19	520	37
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	416	481	450	495	1013	531	483	517	524
Degree of Utilization, x	0.18	0.09	0.16	0.13	1.91	0.00	0.04	0.54	0.53

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.65	0.31	0.57	0.45	66.00	0.00	0.12	3.16	3.09
95th-Percentile Queue Length [ft]	16.25	7.71	14.34	11.26	1650.01	0.00	3.07	79.11	77.25
Approach Delay [s/veh]	12.39		12.54	406.31			17.06		
Approach LOS	B		B	F			C		
Intersection Delay [s/veh]	243.76								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	339	3	466	561	11	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	339	3	466	561	11	196
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	1	123	148	3	52
Total Analysis Volume [veh/h]	357	3	491	591	12	206
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	64	64	2	70
g / C, Green / Cycle	0.13	0.13	0.71	0.71	0.02	0.78
(v / s)_i Volume / Saturation Flow Rate	0.10	0.00	0.26	0.37	0.01	0.11
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	463	213	1330	1131	38	1454
d1, Uniform Delay [s]	37.66	33.84	5.08	5.97	43.41	2.51
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.76	0.03	0.79	1.73	4.60	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.01	0.37	0.52	0.31	0.14
d, Delay for Lane Group [s/veh]	40.42	33.87	5.87	7.70	48.01	2.71
Lane Group LOS	D	C	A	A	D	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.78	0.06	2.86	4.17	0.30	0.60
50th-Percentile Queue Length [ft/ln]	94.50	1.40	71.50	104.30	7.61	14.95
95th-Percentile Queue Length [veh/ln]	6.80	0.10	5.15	7.51	0.55	1.08
95th-Percentile Queue Length [ft/ln]	170.10	2.52	128.70	187.74	13.69	26.90

Movement, Approach, & Intersection Results

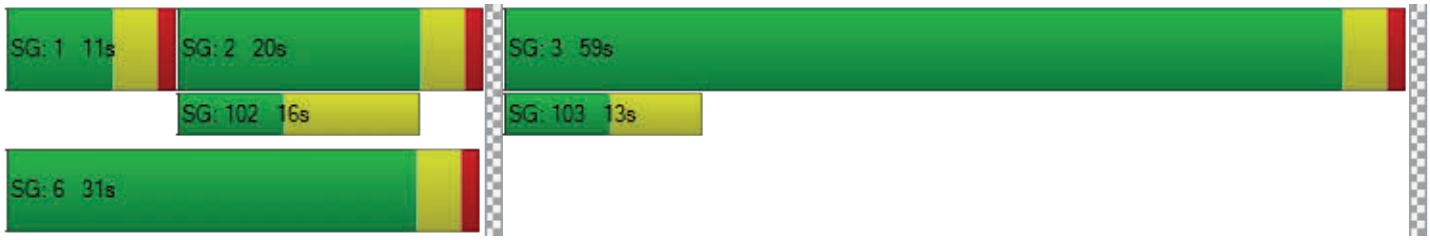
d_M, Delay for Movement [s/veh]	40.42	33.87	5.87	7.70	48.01	2.71
Movement LOS	D	C	A	A	D	A
d_A, Approach Delay [s/veh]	40.36		6.87		5.21	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	13.92					
Intersection LOS	B					
Intersection V/C	0.556					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.483	0.000	2.248
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	3.345	1.919
Bicycle LOS	A	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D-IV

TIER II: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.897

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	730	1260	0	0	245	145	0	0	0	230	11	403
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	730	1260	0	0	245	145	0	0	0	230	11	403
Peak Hour Factor	0.9770	0.9770	1.0000	1.0000	0.9770	0.9770	1.0000	1.0000	1.0000	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	187	322	0	0	63	37	0	0	0	59	3	103
Total Analysis Volume [veh/h]	747	1290	0	0	251	148	0	0	0	235	11	412
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	47	61	0	0	14	0	0	0	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	40	57	13	13		25	25
g / C, Green / Cycle	0.44	0.63	0.15	0.15		0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.42	0.36	0.07	0.09		0.13	0.27
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1781	1596
c, Capacity [veh/h]	783	2255	532	237		495	443
d1, Uniform Delay [s]	24.36	9.49	35.05	35.92		27.05	31.95
k, delay calibration	0.37	0.50	0.50	0.50		0.11	0.30
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	18.79	1.06	2.99	11.73		0.71	23.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.57	0.47	0.62		0.47	0.95
d, Delay for Lane Group [s/veh]	43.15	10.56	38.03	47.65		27.76	55.61
Lane Group LOS	D	B	D	D		C	E
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	17.54	6.00	2.61	3.66		4.21	11.65
50th-Percentile Queue Length [ft/ln]	438.40	150.02	65.27	91.57		105.14	291.20
95th-Percentile Queue Length [veh/ln]	24.40	10.02	4.70	6.59		7.57	17.25
95th-Percentile Queue Length [ft/ln]	610.09	250.46	117.49	164.83		189.22	431.13

Movement, Approach, & Intersection Results

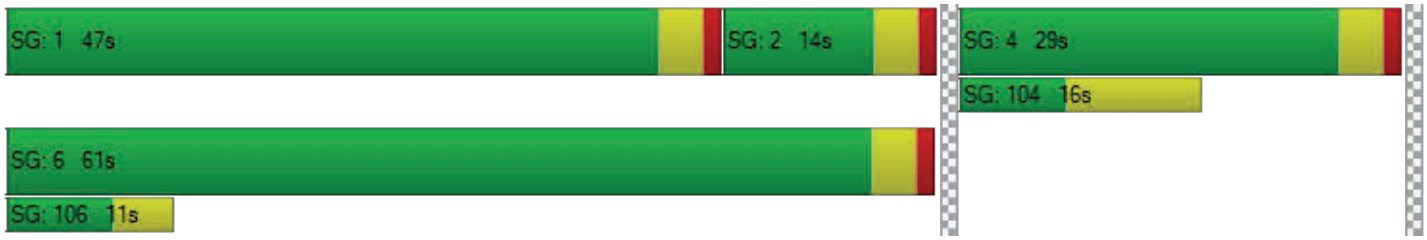
d_M, Delay for Movement [s/veh]	43.15	10.56	0.00	0.00	38.03	47.65	0.00	0.00	0.00	27.76	55.61	55.61
Movement LOS	D	B			D	D				C	E	E
d_A, Approach Delay [s/veh]	22.51			41.60			0.00			45.66		
Approach LOS	C			D			A			D		
d_I, Intersection Delay [s/veh]	29.89											
Intersection LOS	C											
Intersection V/C	0.897											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.914	0.000	2.291
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1266	222	0	555
d_b, Bicycle Delay [s]	6.06	35.57	45.01	23.48
l_b,int, Bicycle LOS Score for Intersection	3.240	1.889	4.132	2.645
Bicycle LOS	C	A	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	36.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.930

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1628	177	96	494	0	250	6	864	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1628	177	96	494	0	250	6	864	0	0	0
Peak Hour Factor	0.9500	0.9770	0.9770	0.9770	0.9770	0.9500	0.9770	0.9770	0.9770	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	417	45	25	126	0	64	2	221	0	0	0
Total Analysis Volume [veh/h]	0	1666	181	98	506	0	256	6	884	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	61	0	11	72	0	0	48	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	60	7	71	40	40	
g / C, Green / Cycle	0.50	0.06	0.60	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.47	0.06	0.27	0.15	0.31	
s, saturation flow rate [veh/h]	3560	1781	1870	1783	2813	
c, Capacity [veh/h]	1793	105	1114	601	949	
d1, Uniform Delay [s]	27.79	56.18	13.42	30.86	38.39	
k, delay calibration	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	10.05	26.74	1.34	0.50	4.81	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.93	0.93	0.45	0.44	0.93	
d, Delay for Lane Group [s/veh]	37.83	82.91	14.76	31.36	43.20	
Lane Group LOS	D	F	B	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	23.88	3.74	7.76	5.84	12.71	
50th-Percentile Queue Length [ft/ln]	596.96	93.39	193.95	145.95	317.76	
95th-Percentile Queue Length [veh/ln]	31.89	6.72	12.33	9.80	18.56	
95th-Percentile Queue Length [ft/ln]	797.31	168.11	308.14	245.01	463.93	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	37.83	0.00	82.91	14.76	0.00	31.36	31.36	43.20	0.00	0.00	0.00
Movement LOS		D		F	B		C	C	D			
d_A, Approach Delay [s/veh]		37.83			25.82			40.50			0.00	
Approach LOS		D			C			D			A	
d_I, Intersection Delay [s/veh]	36.60											
Intersection LOS	D											
Intersection V/C	0.930											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.539
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	1134	734	0
d_b, Bicycle Delay [s]	16.52	11.25	24.05	59.98
l_b,int, Bicycle LOS Score for Intersection	2.934	2.556	3.451	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	104	1716	1042	52	90	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	1716	1042	52	90	41
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	452	274	14	24	11
Total Analysis Volume [veh/h]	109	1806	1097	55	95	43
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	13	102	89	0	18	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	4	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	101	88	11
g / C, Green / Cycle	0.07	0.84	0.73	0.10
(v / s)_i Volume / Saturation Flow Rate	0.06	0.51	0.62	0.08
s, saturation flow rate [veh/h]	1781	3560	1854	1717
c, Capacity [veh/h]	134	2984	1353	164
d1, Uniform Delay [s]	54.66	3.20	11.58	53.38
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.33	0.92	6.91	11.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.61	0.85	0.84
d, Delay for Lane Group [s/veh]	66.00	4.12	18.49	64.44
Lane Group LOS	E	A	B	E
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.61	4.16	19.85	4.49
50th-Percentile Queue Length [ft/ln]	90.32	103.96	496.15	112.31
95th-Percentile Queue Length [veh/ln]	6.50	7.49	27.15	7.97
95th-Percentile Queue Length [ft/ln]	162.57	187.13	678.80	199.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.00	4.12	18.49	18.49	64.44	64.44
Movement LOS	E	A	B	B	E	E
d_A, Approach Delay [s/veh]	7.64		18.49		64.44	
Approach LOS	A		B		E	
d_I, Intersection Delay [s/veh]	13.98					
Intersection LOS	B					
Intersection V/C	0.848					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	3.138	0.000	1.949
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1634	1417	233
d_b, Bicycle Delay [s]	2.01	5.10	46.81
l_b,int, Bicycle LOS Score for Intersection	3.139	3.460	1.787
Bicycle LOS	C	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	119	1	65	34	0	91	27	646	158	70	1535	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	1	65	34	0	91	27	646	158	70	1535	32
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	0	17	9	0	24	7	167	41	18	397	8
Total Analysis Volume [veh/h]	123	1	67	35	0	94	28	668	163	72	1587	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	26	0	0	26	0	11	45	0	19	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	22	4	50	6	53	53
g / C, Green / Cycle	0.24	0.24	0.24	0.04	0.56	0.06	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.21	0.04	0.25	0.02	0.36	0.04	0.43	0.44
s, saturation flow rate [veh/h]	599	1589	519	1781	1870	1781	1870	1857
c, Capacity [veh/h]	225	385	177	70	1046	116	1094	1086
d1, Uniform Delay [s]	32.55	26.96	30.52	42.21	13.60	41.00	13.69	13.73
k, delay calibration	0.17	0.11	0.26	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.34	0.21	13.13	3.69	2.99	5.38	4.54	4.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.17	0.73	0.40	0.64	0.62	0.74	0.74
d, Delay for Lane Group [s/veh]	35.89	27.17	43.65	45.90	16.59	46.38	18.23	18.37
Lane Group LOS	D	C	D	D	B	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.75	1.16	2.92	0.66	8.88	1.68	11.50	11.52
50th-Percentile Queue Length [ft/ln]	68.75	28.99	72.96	16.50	221.89	41.91	287.51	287.93
95th-Percentile Queue Length [veh/ln]	4.95	2.09	5.25	1.19	13.76	3.02	17.06	17.08
95th-Percentile Queue Length [ft/ln]	123.76	52.19	131.33	29.69	344.04	75.44	426.55	427.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.89	35.89	27.17	43.65	43.65	43.65	45.90	16.59	0.00	46.38	18.30	18.37
Movement LOS	D	D	C	D	D	D	D	B		D	B	B
d_A, Approach Delay [s/veh]	32.83			43.65			17.77			19.50		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	21.14											
Intersection LOS	C											
Intersection V/C	0.808											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.011	1.792	3.124	2.981
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	911	1089
d_b, Bicycle Delay [s]	25.69	25.69	13.34	9.34
l_b,int, Bicycle LOS Score for Intersection	1.875	1.772	2.708	2.956
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	44.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.935

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	578	339	0	0	1114	241	0	0	0	282	6	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	578	339	0	0	1114	241	0	0	0	282	6	217
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	89	0	0	293	63	0	0	0	74	2	57
Total Analysis Volume [veh/h]	608	357	0	0	1173	254	0	0	0	297	6	228
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	61	90	0	0	29	0	0	0	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C
C, Cycle Length [s]	115	115	115	115		115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	42	86	41	41		21	21
g / C, Green / Cycle	0.36	0.75	0.35	0.35		0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.34	0.10	0.33	0.16		0.17	0.15
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1781	1596
c, Capacity [veh/h]	642	2667	1259	562		323	289
d1, Uniform Delay [s]	35.66	4.02	35.82	28.59		46.23	45.14
k, delay calibration	0.24	0.50	0.50	0.50		0.19	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	14.62	0.10	13.57	2.62		16.31	6.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.13	0.93	0.45		0.92	0.81
d, Delay for Lane Group [s/veh]	50.28	4.13	49.40	31.21		62.54	51.46
Lane Group LOS	D	A	D	C		E	D
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	18.15	0.92	17.33	5.58		9.75	6.89
50th-Percentile Queue Length [ft/ln]	453.81	23.04	433.17	139.42		243.85	172.15
95th-Percentile Queue Length [veh/ln]	25.14	1.66	24.15	9.45		14.88	11.19
95th-Percentile Queue Length [ft/ln]	628.50	41.47	603.84	236.24		371.90	279.74

Movement, Approach, & Intersection Results

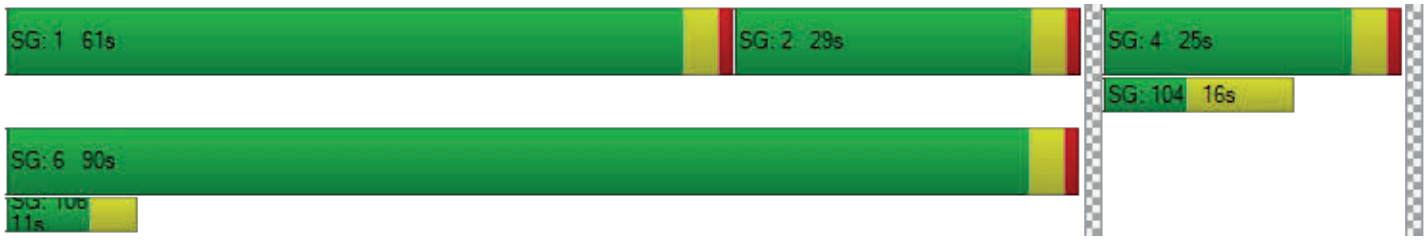
d_M, Delay for Movement [s/veh]	50.28	4.13	0.00	0.00	49.40	31.21	0.00	0.00	0.00	62.54	51.46	51.46
Movement LOS	D	A			D	C				E	D	D
d_A, Approach Delay [s/veh]	33.21			46.16			0.00			57.65		
Approach LOS	C			D			A			E		
d_I, Intersection Delay [s/veh]	43.97											
Intersection LOS	D											
Intersection V/C	0.935											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	47.01	0.00	47.01
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.900	0.000	2.272
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1496	435	0	365
d_b, Bicycle Delay [s]	3.65	35.21	57.49	38.41
l_b,int, Bicycle LOS Score for Intersection	2.356	2.737	4.132	2.436
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	878	297	493	866	0	68	3	644	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	878	297	493	866	0	68	3	644	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	78	130	228	0	18	1	169	0	0	0
Total Analysis Volume [veh/h]	0	924	313	519	912	0	72	3	678	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	58	72	0	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	105	105	105	105	105	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	33	33	70	27	27	
g / C, Green / Cycle	0.31	0.31	0.66	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.29	0.49	0.04	0.24	
s, saturation flow rate [veh/h]	3560	1781	1870	1784	2813	
c, Capacity [veh/h]	1110	559	1241	464	732	
d1, Uniform Delay [s]	33.59	34.89	11.60	29.98	37.84	
k, delay calibration	0.50	0.14	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	7.35	9.40	3.90	0.16	5.66	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.83	0.93	0.74	0.16	0.93	
d, Delay for Lane Group [s/veh]	40.94	44.29	15.50	30.14	43.50	
Lane Group LOS	D	D	B	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	11.86	14.01	13.68	1.45	8.72	
50th-Percentile Queue Length [ft/ln]	296.51	350.13	342.04	36.21	218.01	
95th-Percentile Queue Length [veh/ln]	17.51	20.14	19.75	2.61	13.56	
95th-Percentile Queue Length [ft/ln]	437.71	503.56	493.70	65.18	339.08	

Movement, Approach, & Intersection Results

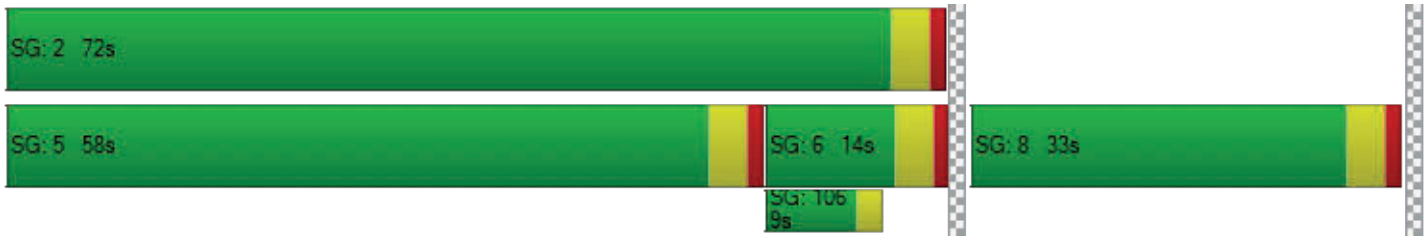
d_M, Delay for Movement [s/veh]	0.00	40.94	0.00	44.29	15.50	0.00	30.14	30.14	43.50	0.00	0.00	0.00
Movement LOS		D		D	B		C	C	D			
d_A, Approach Delay [s/veh]		40.94			25.94			42.17			0.00	
Approach LOS		D			C			D			A	
d_I, Intersection Delay [s/veh]	34.33											
Intersection LOS	C											
Intersection V/C	0.894											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	42.07
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.940
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	190	1295	552	0
d_b, Bicycle Delay [s]	42.97	6.52	27.50	52.50
l_b,int, Bicycle LOS Score for Intersection	2.322	3.921	2.802	4.132
Bicycle LOS	B	D	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.973

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	44	798	1208	140	83	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	798	1208	140	83	53
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	208	316	37	22	14
Total Analysis Volume [veh/h]	46	834	1262	146	87	55
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	102	91	0	18	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	4	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	100	91	12
g / C, Green / Cycle	0.05	0.83	0.76	0.10
(v / s)_i Volume / Saturation Flow Rate	0.03	0.23	0.77	0.08
s, saturation flow rate [veh/h]	1781	3560	1836	1702
c, Capacity [veh/h]	82	2973	1387	167
d1, Uniform Delay [s]	56.03	2.13	14.67	53.20
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.86	0.24	27.92	11.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.28	1.01	0.85
d, Delay for Lane Group [s/veh]	61.88	2.37	42.59	64.36
Lane Group LOS	E	A	F	E
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	1.48	1.28	38.02	4.62
50th-Percentile Queue Length [ft/ln]	36.94	31.88	950.49	115.56
95th-Percentile Queue Length [veh/ln]	2.66	2.30	48.82	8.15
95th-Percentile Queue Length [ft/ln]	66.49	57.38	1220.47	203.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.88	2.37	42.59	42.59	64.36	64.36
Movement LOS	E	A	D	D	E	E
d_A, Approach Delay [s/veh]	5.48		42.59		64.36	
Approach LOS	A		D		E	
d_I, Intersection Delay [s/veh]	30.42					
Intersection LOS	C					
Intersection V/C	0.973					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.859	0.000	1.973
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1634	1450	233
d_b, Bicycle Delay [s]	2.01	4.53	46.81
l_b,int, Bicycle LOS Score for Intersection	2.286	3.883	1.794
Bicycle LOS	B	D	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	16.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	70	1	43	34	0	35	62	962	41	18	494	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	1	43	34	0	35	62	962	41	18	494	35
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	11	9	0	9	16	253	11	5	130	9
Total Analysis Volume [veh/h]	74	1	45	36	0	37	65	1013	43	19	520	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	18	0	0	18	0	15	91	0	11	87	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	14	14	6	91	3	88	88
g / C, Green / Cycle	0.12	0.12	0.12	0.05	0.76	0.03	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.07	0.03	0.12	0.04	0.54	0.01	0.15	0.15
s, saturation flow rate [veh/h]	1006	1589	594	1781	1870	1781	1870	1827
c, Capacity [veh/h]	176	183	113	93	1415	49	1370	1338
d1, Uniform Delay [s]	50.73	48.32	54.00	55.95	7.73	57.31	5.04	5.05
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.64	0.69	6.00	9.24	3.12	4.82	0.34	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.25	0.64	0.70	0.72	0.38	0.21	0.21
d, Delay for Lane Group [s/veh]	52.37	49.01	60.00	65.18	10.86	62.13	5.38	5.40
Lane Group LOS	D	D	E	E	B	E	A	A
Critical Lane Group	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.25	1.28	2.42	2.14	11.79	0.62	1.98	1.94
50th-Percentile Queue Length [ft/ln]	56.31	31.91	60.59	53.61	294.81	15.61	49.47	48.62
95th-Percentile Queue Length [veh/ln]	4.05	2.30	4.36	3.86	17.42	1.12	3.56	3.50
95th-Percentile Queue Length [ft/ln]	101.36	57.44	109.06	96.50	435.61	28.11	89.04	87.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.37	52.37	49.01	60.00	60.00	60.00	65.18	10.86	0.00	62.13	5.39	5.40
Movement LOS	D	D	D	E	E	E	E	B		E	A	A
d_A, Approach Delay [s/veh]	51.11			60.00			14.13			7.26		
Approach LOS	D			E			B			A		
d_I, Intersection Delay [s/veh]	16.20											
Intersection LOS	B											
Intersection V/C	0.750											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
l_p,int, Pedestrian LOS Score for Intersection	1.992	1.800	2.863	2.739
Crosswalk LOS	A	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	233	233	1450	1384
d_b, Bicycle Delay [s]	46.81	46.81	4.53	5.70
l_b,int, Bicycle LOS Score for Intersection	1.758	1.680	3.338	2.035
Bicycle LOS	A	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E

YEAR 2045 LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

YEAR 2045 WITHOUT PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	101.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.243

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	1193	1102	0	0	316	215	0	0	0	189	11	320
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1193	1102	0	0	316	215	0	0	0	189	11	320
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	298	276	0	0	79	54	0	0	0	47	3	80
Total Analysis Volume [veh/h]	1193	1102	0	0	316	215	0	0	0	189	11	320
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	69	86	0	0	17	0	0	0	0	0	34	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	65	82	13	13		30
g / C, Green / Cycle	0.54	0.68	0.11	0.11		0.25
(v / s)_i Volume / Saturation Flow Rate	0.67	0.31	0.09	0.14		0.31
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1660
c, Capacity [veh/h]	962	2433	391	175		415
d1, Uniform Delay [s]	27.59	8.71	52.16	53.40		45.00
k, delay calibration	0.50	0.50	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	117.07	0.61	16.26	143.61		132.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	1.24	0.45	0.81	1.23		1.25
d, Delay for Lane Group [s/veh]	144.66	9.33	68.42	197.01		177.42
Lane Group LOS	F	A	E	F		F
Critical Lane Group	Yes	No	No	Yes		Yes
50th-Percentile Queue Length [veh/ln]	55.83	5.78	5.41	12.10		27.50
50th-Percentile Queue Length [ft/ln]	1395.70	144.62	135.35	302.41		687.45
95th-Percentile Queue Length [veh/ln]	79.83	9.73	9.23	19.25		40.77
95th-Percentile Queue Length [ft/ln]	1995.85	243.23	230.75	481.37		1019.26

Movement, Approach, & Intersection Results

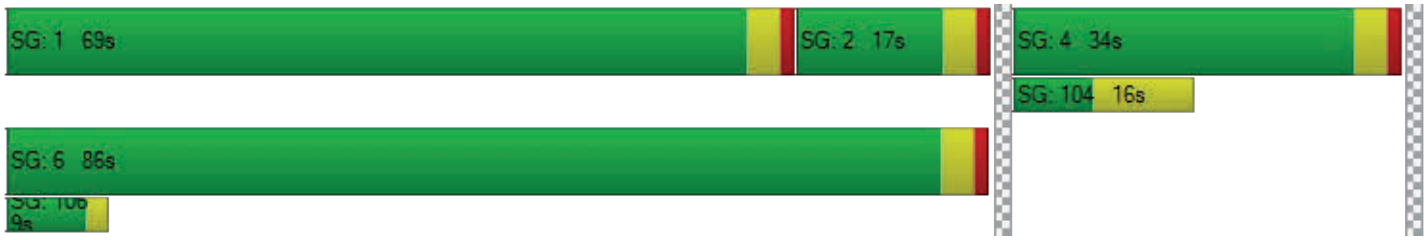
d_M, Delay for Movement [s/veh]	144.66	9.33	0.00	0.00	68.42	197.01	0.00	0.00	0.00	177.42	177.42	177.42
Movement LOS	F	A			E	F				F	F	F
d_A, Approach Delay [s/veh]	79.68			120.49			0.00			177.42		
Approach LOS	E			F			A			F		
d_I, Intersection Delay [s/veh]	101.34											
Intersection LOS	F											
Intersection V/C	1.243											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.885	0.000	2.123
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1367	217	0	500
d_b, Bicycle Delay [s]	6.02	47.70	60.00	33.75
l_b,int, Bicycle LOS Score for Intersection	3.453	1.998	4.132	2.418
Bicycle LOS	C	A	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	93.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.158

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1701	143	114	485	0	445	6	788	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1701	143	114	485	0	445	6	788	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	425	36	29	121	0	111	2	197	0	0	0
Total Analysis Volume [veh/h]	0	1701	143	114	485	0	445	6	788	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	51	0	11	62	0	0	53	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	115	115	115	115	115	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	7	58	49	49	
g / C, Green / Cycle	0.41	0.06	0.50	0.43	0.43	
(v / s)_i Volume / Saturation Flow Rate	0.48	0.06	0.26	0.25	0.50	
s, saturation flow rate [veh/h]	3560	1781	1870	1782	1589	
c, Capacity [veh/h]	1457	109	945	757	676	
d1, Uniform Delay [s]	33.96	53.96	18.99	25.44	33.05	
k, delay calibration	0.50	0.11	0.50	0.16	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	83.06	52.20	1.99	1.14	90.33	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.17	1.04	0.51	0.60	1.17	
d, Delay for Lane Group [s/veh]	117.02	106.17	20.98	26.58	123.39	
Lane Group LOS	F	F	C	C	F	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	36.54	4.73	8.99	9.30	34.59	
50th-Percentile Queue Length [ft/ln]	913.50	118.33	224.76	232.55	864.79	
95th-Percentile Queue Length [veh/ln]	51.68	8.41	13.91	14.30	49.23	
95th-Percentile Queue Length [ft/ln]	1291.97	210.25	347.69	357.60	1230.66	

Movement, Approach, & Intersection Results

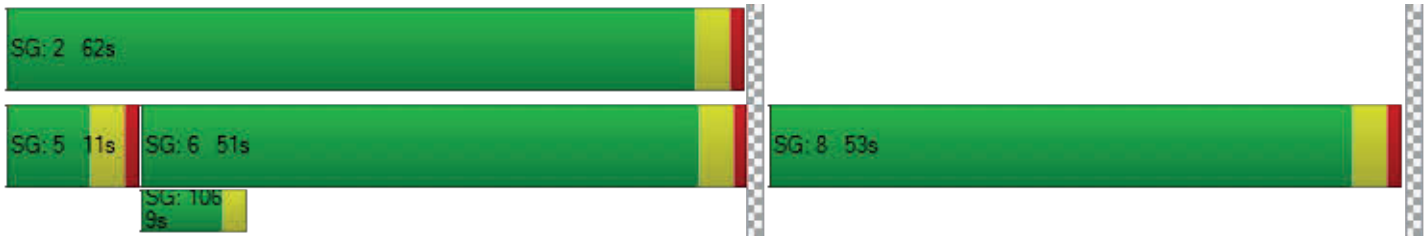
d_M, Delay for Movement [s/veh]	0.00	117.02	0.00	106.17	20.98	0.00	26.58	26.58	123.39	0.00	0.00	0.00
Movement LOS		F		F	C		C	C	F			
d_A, Approach Delay [s/veh]	117.02			37.19			88.15			0.00		
Approach LOS	F			D			F			A		
d_I, Intersection Delay [s/veh]	93.40											
Intersection LOS	F											
Intersection V/C	1.158											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	47.02
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.552
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	1009	852	0
d_b, Bicycle Delay [s]	20.10	14.12	18.93	57.49
l_b,int, Bicycle LOS Score for Intersection	2.963	2.548	3.604	4.132
Bicycle LOS	C	B	D	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	183	34	140	44	21	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	34	140	44	21	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	9	35	11	5	40
Total Analysis Volume [veh/h]	183	34	140	44	21	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	654	682	625	685	685	721
Degree of Utilization, x	0.17	0.16	0.22	0.03	0.03	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.59	0.56	0.85	0.10	0.10	0.98
95th-Percentile Queue Length [ft]	14.79	14.10	21.36	2.49	2.49	24.43
Approach Delay [s/veh]	9.14		9.64			9.64
Approach LOS	A		A			A
Intersection Delay [s/veh]	9.45					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	650.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.131

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	77	1427	1019	120	288	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1427	1019	120	288	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	357	255	30	72	10
Total Analysis Volume [veh/h]	77	1427	1019	120	288	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.00	2.13	0.15
d_M, Delay for Movement [s/veh]	11.71	0.00	0.00	0.00	650.21	637.13
Movement LOS	B	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.00	27.51	27.51
95th-Percentile Queue Length [ft/ln]	10.70	0.00	0.00	0.00	687.66	687.66
d_A, Approach Delay [s/veh]	0.60		0.00		648.61	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	71.91					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.877

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	35	1100	845	154	306	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1100	845	154	306	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	275	211	39	77	15
Total Analysis Volume [veh/h]	35	1100	845	154	306	61
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	31	20	0	59	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	64	56	56	18	18
g / C, Green / Cycle	0.05	0.71	0.62	0.62	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.02	0.59	0.45	0.10	0.17	0.04
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	83	1333	1162	988	354	316
d1, Uniform Delay [s]	41.75	9.03	11.76	7.14	34.92	30.07
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	5.94	3.99	0.34	6.39	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.83	0.73	0.16	0.87	0.19
d, Delay for Lane Group [s/veh]	45.13	14.97	15.75	7.47	41.31	30.37
Lane Group LOS	D	B	B	A	D	C
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.83	13.68	11.40	1.21	6.72	1.07
50th-Percentile Queue Length [ft/ln]	20.67	342.09	285.04	30.27	167.93	26.78
95th-Percentile Queue Length [veh/ln]	1.49	19.75	16.94	2.18	10.97	1.93
95th-Percentile Queue Length [ft/ln]	37.20	493.76	423.48	54.49	274.19	48.21

Movement, Approach, & Intersection Results

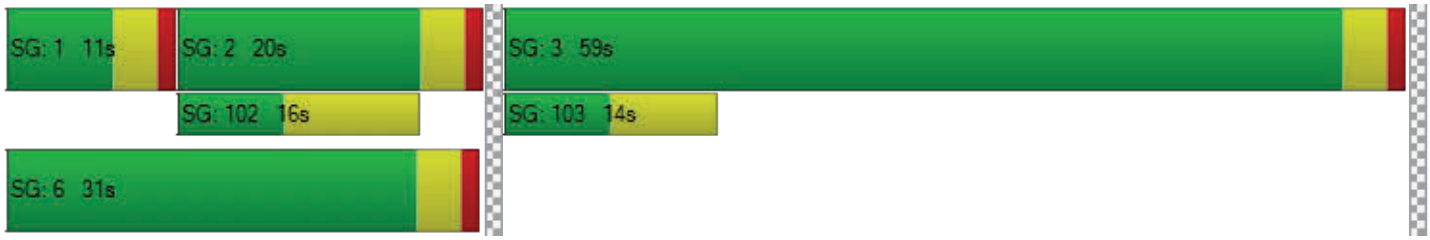
d_M, Delay for Movement [s/veh]	45.13	14.97	15.75	7.47	41.31	30.37
Movement LOS	D	B	B	A	D	C
d_A, Approach Delay [s/veh]	15.90		14.48		39.49	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	18.79					
Intersection LOS	B					
Intersection V/C	0.877					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.603	0.000	2.211
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	355	1222
d_b, Bicycle Delay [s]	22.06	30.43	6.81
l_b,int, Bicycle LOS Score for Intersection	3.432	3.208	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	113.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.343

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	119	1	65	34	0	87	24	574	158	70	1038	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	1	65	34	0	87	24	574	158	70	1038	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	16	9	0	22	6	144	0	18	260	8
Total Analysis Volume [veh/h]	119	1	65	34	0	87	24	574	0	70	1038	32
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	359	407	385	404	574	428	444	535	535
Degree of Utilization, x	0.33	0.16	0.31	0.06	1.34	0.00	0.16	1.13	1.12

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.44	0.56	1.32	0.19	26.46	0.00	0.55	18.54	18.33
95th-Percentile Queue Length [ft]	35.95	14.07	33.03	4.72	661.62	0.00	13.87	463.48	458.36
Approach Delay [s/veh]	16.12		16.57	186.20			101.45		
Approach LOS	C		C	F			F		
Intersection Delay [s/veh]	113.50								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	560	49	349	334	70	662
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	560	49	349	334	70	662
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	12	87	84	18	166
Total Analysis Volume [veh/h]	560	49	349	334	70	662
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	54	54	6	64
g / C, Green / Cycle	0.20	0.20	0.60	0.60	0.06	0.71
(v / s)_i Volume / Saturation Flow Rate	0.16	0.03	0.19	0.21	0.04	0.35
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	684	314	1129	960	116	1334
d1, Uniform Delay [s]	34.58	29.90	8.70	8.95	40.94	5.72
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.50	0.23	0.71	1.00	4.91	1.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.16	0.31	0.35	0.60	0.50
d, Delay for Lane Group [s/veh]	37.07	30.13	9.41	9.95	45.84	7.04
Lane Group LOS	D	C	A	A	D	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.75	0.85	3.04	3.04	1.62	4.41
50th-Percentile Queue Length [ft/ln]	143.75	21.36	75.91	75.96	40.48	110.22
95th-Percentile Queue Length [veh/ln]	9.68	1.54	5.47	5.47	2.91	7.85
95th-Percentile Queue Length [ft/ln]	242.07	38.44	136.64	136.73	72.87	196.31

Movement, Approach, & Intersection Results

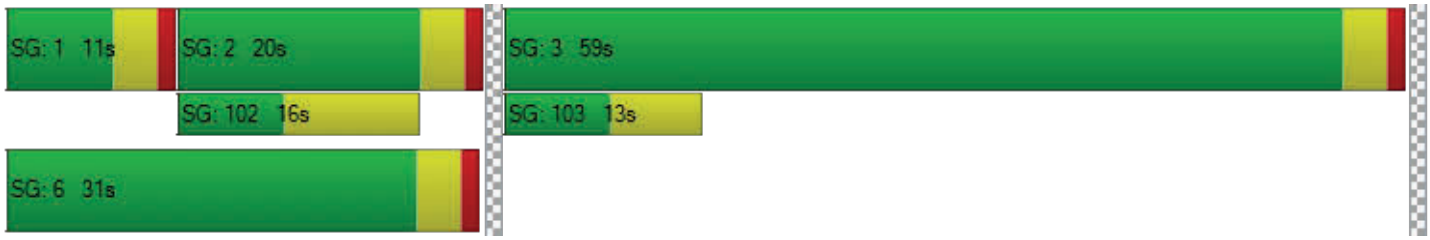
d_M, Delay for Movement [s/veh]	37.07	30.13	9.41	9.95	45.84	7.04
Movement LOS	D	C	A	A	D	A
d_A, Approach Delay [s/veh]	36.52		9.67		10.75	
Approach LOS	D		A		B	
d_I, Intersection Delay [s/veh]	18.14					
Intersection LOS	B					
Intersection V/C	0.595					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.501	0.000	2.429
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.687	2.767
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	59.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	488	448	0	0	1207	431	0	0	0	255	6	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	488	448	0	0	1207	431	0	0	0	255	6	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	112	0	0	302	108	0	0	0	64	2	55
Total Analysis Volume [veh/h]	488	448	0	0	1207	431	0	0	0	255	6	220
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	37	82	0	0	45	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	33	78	41	41		34
g / C, Green / Cycle	0.28	0.65	0.34	0.34		0.28
(v / s)_i Volume / Saturation Flow Rate	0.27	0.13	0.34	0.27		0.28
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1689
c, Capacity [veh/h]	490	2314	1216	543		479
d1, Uniform Delay [s]	43.41	8.41	39.33	35.67		42.97
k, delay calibration	0.45	0.50	0.50	0.50		0.46
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	37.79	0.19	24.06	11.37		40.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	1.00	0.19	0.99	0.79		1.01
d, Delay for Lane Group [s/veh]	81.21	8.59	63.39	47.04		83.71
Lane Group LOS	F	A	E	D		F
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	18.99	2.14	20.84	12.58		19.44
50th-Percentile Queue Length [ft/ln]	474.63	53.38	521.00	314.51		485.88
95th-Percentile Queue Length [veh/ln]	26.13	3.84	28.33	18.40		26.75
95th-Percentile Queue Length [ft/ln]	653.27	96.09	708.17	459.93		668.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	81.21	8.59	0.00	0.00	63.39	47.04	0.00	0.00	0.00	83.71	83.71	83.71
Movement LOS	F	A			E	D				F	F	F
d_A, Approach Delay [s/veh]	46.45			59.08			0.00			83.71		
Approach LOS	D			E			A			F		
d_I, Intersection Delay [s/veh]	59.09											
Intersection LOS	E											
Intersection V/C	0.998											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.49	0.00	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.988	0.000	2.110
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1300	684	0	567
d_b, Bicycle Delay [s]	7.34	25.99	59.98	30.80
l_b,int, Bicycle LOS Score for Intersection	2.332	2.911	4.132	2.353
Bicycle LOS	B	C	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	37.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	823	158	509	774	0	144	3	452	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	823	158	509	774	0	144	3	452	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	206	40	127	194	0	36	1	113	0	0	0
Total Analysis Volume [veh/h]	0	823	158	509	774	0	144	3	452	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	45	59	0	0	41	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	27	31	61	31	31	
g / C, Green / Cycle	0.27	0.31	0.61	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.29	0.41	0.08	0.28	
s, saturation flow rate [veh/h]	3560	1781	1870	1783	1589	
c, Capacity [veh/h]	944	548	1147	547	488	
d1, Uniform Delay [s]	35.11	33.54	12.77	26.18	33.57	
k, delay calibration	0.50	0.24	0.50	0.11	0.29	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	10.87	14.04	3.19	0.26	17.54	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.87	0.93	0.68	0.27	0.93	
d, Delay for Lane Group [s/veh]	45.98	47.58	15.96	26.45	51.11	
Lane Group LOS	D	D	B	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.81	13.79	11.40	2.59	12.43	
50th-Percentile Queue Length [ft/ln]	270.14	344.63	284.95	64.75	310.75	
95th-Percentile Queue Length [veh/ln]	16.20	19.87	16.93	4.66	18.21	
95th-Percentile Queue Length [ft/ln]	404.91	496.86	423.37	116.55	455.30	

Movement, Approach, & Intersection Results

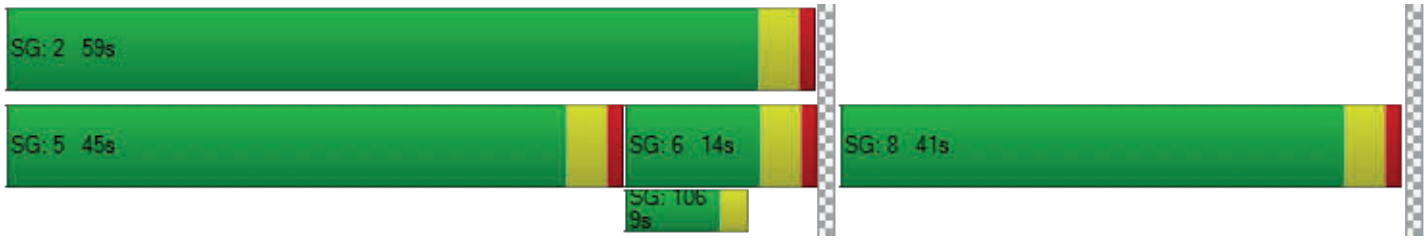
d_M, Delay for Movement [s/veh]	0.00	45.98	0.00	47.58	15.96	0.00	26.45	26.45	51.11	0.00	0.00	0.00
Movement LOS		D		D	B		C	C	D			
d_A, Approach Delay [s/veh]		45.98			28.50			45.06			0.00	
Approach LOS		D			C			D			A	
d_I, Intersection Delay [s/veh]	37.49											
Intersection LOS	D											
Intersection V/C	0.911											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	39.61
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	1.927
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	1100	740	0
d_b, Bicycle Delay [s]	40.50	10.13	19.85	50.00
l_b,int, Bicycle LOS Score for Intersection	2.239	3.677	2.548	4.132
Bicycle LOS	B	D	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	135	27	81	154	35	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	27	81	154	35	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	7	20	39	9	33
Total Analysis Volume [veh/h]	135	27	81	154	35	132
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	650	679	635	697	697	719
Degree of Utilization, x	0.12	0.12	0.13	0.11	0.11	0.23

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.42	0.40	0.44	0.37	0.37	0.90
95th-Percentile Queue Length [ft]	10.61	10.11	10.90	9.27	9.27	22.39
Approach Delay [s/veh]	8.87		8.74			9.51
Approach LOS	A		A			A
Intersection Delay [s/veh]	9.01					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	33.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	48	705	938	180	94	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	705	938	180	94	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	176	235	45	24	12
Total Analysis Volume [veh/h]	48	705	938	180	94	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.01	0.00	0.36	0.17
d_M, Delay for Movement [s/veh]	11.24	0.00	0.00	0.00	33.08	31.90
Movement LOS	B	A	A	A	D	D
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	2.87	2.87
95th-Percentile Queue Length [ft/ln]	6.22	0.00	0.00	0.00	71.65	71.65
d_A, Approach Delay [s/veh]	0.72		0.00		32.68	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	2.57					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	94	497	620	289	175	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	497	620	289	175	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	124	155	72	44	14
Total Analysis Volume [veh/h]	94	497	620	289	175	54
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	31	20	0	59	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	71	61	61	11	11
g / C, Green / Cycle	0.07	0.79	0.67	0.67	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.27	0.33	0.18	0.10	0.03
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	127	1472	1256	1067	220	197
d1, Uniform Delay [s]	40.99	2.77	7.26	5.94	38.34	35.79
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.10	0.62	1.39	0.62	6.37	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.34	0.49	0.27	0.79	0.27
d, Delay for Lane Group [s/veh]	49.09	3.39	8.65	6.56	44.71	36.53
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.31	1.90	5.41	2.06	3.95	1.07
50th-Percentile Queue Length [ft/ln]	57.64	47.41	135.24	51.52	98.79	26.67
95th-Percentile Queue Length [veh/ln]	4.15	3.41	9.22	3.71	7.11	1.92
95th-Percentile Queue Length [ft/ln]	103.76	85.33	230.59	92.73	177.83	48.00

Movement, Approach, & Intersection Results

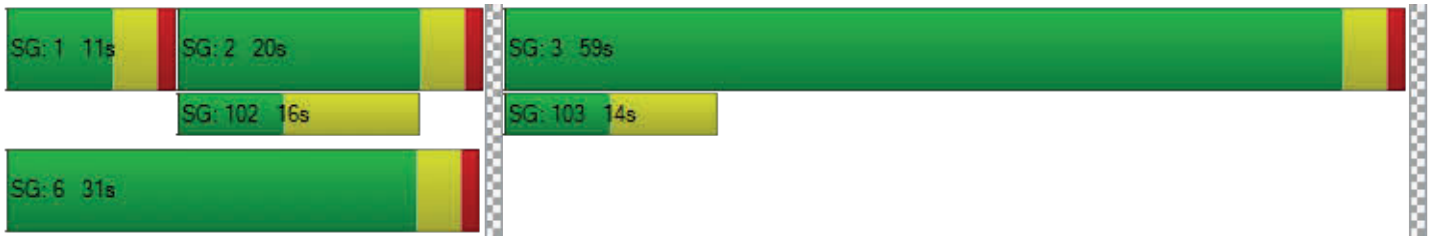
d_M, Delay for Movement [s/veh]	49.09	3.39	8.65	6.56	44.71	36.53
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.66		7.99		42.78	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	13.51					
Intersection LOS	B					
Intersection V/C	0.557					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.351	0.000	2.238
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	355	1222
d_b, Bicycle Delay [s]	22.06	30.43	6.81
l_b,int, Bicycle LOS Score for Intersection	2.535	3.059	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.931

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	50	1	4	34	0	30	48	542	29	18	426	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	4	34	0	30	48	542	29	18	426	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	1	9	0	8	12	136	0	5	107	7
Total Analysis Volume [veh/h]	50	1	4	34	0	30	48	542	0	18	426	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	433	506	470	539	582	582	510	549	557
Degree of Utilization, x	0.12	0.01	0.14	0.09	0.93	0.00	0.04	0.41	0.41

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.40	0.02	0.47	0.29	11.98	0.00	0.11	2.02	1.98
95th-Percentile Queue Length [ft]	9.92	0.60	11.70	7.31	299.43	0.00	2.74	50.53	49.46
Approach Delay [s/veh]	11.95		11.85	43.67			13.55		
Approach LOS	B		B	E			B		
Intersection Delay [s/veh]	28.42								
Intersection LOS	D								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	287	6	387	157	17	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	287	6	387	157	17	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	2	97	39	4	39
Total Analysis Volume [veh/h]	287	6	387	157	17	155
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	65	65	2	72
g / C, Green / Cycle	0.11	0.11	0.73	0.73	0.03	0.80
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.21	0.10	0.01	0.08
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	388	178	1358	1154	50	1494
d1, Uniform Delay [s]	38.69	35.61	4.25	3.74	42.93	1.99
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.77	0.08	0.53	0.25	3.91	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.03	0.28	0.14	0.34	0.10
d, Delay for Lane Group [s/veh]	41.46	35.69	4.78	3.99	46.85	2.13
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.07	0.12	1.90	0.69	0.41	0.34
50th-Percentile Queue Length [ft/ln]	76.66	2.90	47.49	17.15	10.37	8.57
95th-Percentile Queue Length [veh/ln]	5.52	0.21	3.42	1.23	0.75	0.62
95th-Percentile Queue Length [ft/ln]	137.99	5.22	85.49	30.86	18.66	15.42

Movement, Approach, & Intersection Results

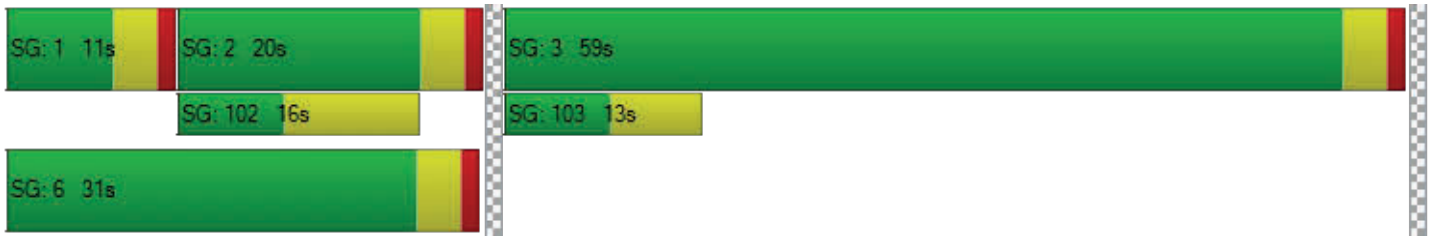
d_M, Delay for Movement [s/veh]	41.46	35.69	4.78	3.99	46.85	2.13
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	41.34		4.55		6.55	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	15.58					
Intersection LOS	B					
Intersection V/C	0.346					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.301	0.000	2.185
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.457	1.843
Bicycle LOS	A	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-II

YEAR 2045 WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	119.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.306

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	1246	1118	0	0	338	215	0	0	0	238	11	320
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1246	1118	0	0	338	215	0	0	0	238	11	320
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	312	280	0	0	85	54	0	0	0	60	3	80
Total Analysis Volume [veh/h]	1246	1118	0	0	338	215	0	0	0	238	11	320
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	68	85	0	0	17	0	0	0	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	64	81	13	13		31
g / C, Green / Cycle	0.53	0.67	0.11	0.11		0.26
(v / s)_i Volume / Saturation Flow Rate	0.70	0.31	0.09	0.14		0.34
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1669
c, Capacity [veh/h]	948	2403	390	174		431
d1, Uniform Delay [s]	28.07	9.24	52.57	53.43		44.50
k, delay calibration	0.50	0.50	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	149.13	0.65	22.03	145.55		159.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	1.31	0.47	0.87	1.24		1.32
d, Delay for Lane Group [s/veh]	177.20	9.89	74.60	198.98		203.75
Lane Group LOS	F	A	E	F		F
Critical Lane Group	Yes	No	No	Yes		Yes
50th-Percentile Queue Length [veh/ln]	63.59	6.14	6.07	12.14		31.78
50th-Percentile Queue Length [ft/ln]	1589.80	153.49	151.83	303.55		794.43
95th-Percentile Queue Length [veh/ln]	92.97	10.20	10.11	19.34		47.51
95th-Percentile Queue Length [ft/ln]	2324.30	255.08	252.87	483.49		1187.63

Movement, Approach, & Intersection Results

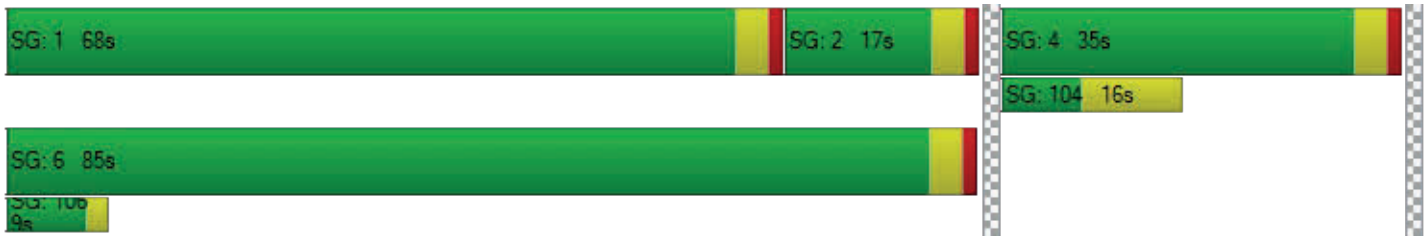
d_M, Delay for Movement [s/veh]	177.20	9.89	0.00	0.00	74.60	198.98	0.00	0.00	0.00	203.75	203.75	203.75
Movement LOS	F	A			E	F				F	F	F
d_A, Approach Delay [s/veh]	98.08			122.96			0.00			203.75		
Approach LOS	F			F			A			F		
d_I, Intersection Delay [s/veh]	119.27											
Intersection LOS	F											
Intersection V/C	1.306											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.896	0.000	2.139
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1350	217	0	517
d_b, Bicycle Delay [s]	6.34	47.70	60.00	33.00
l_b,int, Bicycle LOS Score for Intersection	3.510	2.016	4.132	2.498
Bicycle LOS	D	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	119.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.243

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1772	177	114	577	0	445	6	886	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1772	177	114	577	0	445	6	886	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	443	44	29	144	0	111	2	222	0	0	0
Total Analysis Volume [veh/h]	0	1772	177	114	577	0	445	6	886	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	52	0	11	63	0	0	57	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	7	59	53	53	
g / C, Green / Cycle	0.40	0.06	0.49	0.44	0.44	
(v / s)_i Volume / Saturation Flow Rate	0.50	0.06	0.31	0.25	0.56	
s, saturation flow rate [veh/h]	3560	1781	1870	1782	1589	
c, Capacity [veh/h]	1428	105	922	784	700	
d1, Uniform Delay [s]	35.93	56.46	22.29	25.17	33.58	
k, delay calibration	0.50	0.11	0.50	0.15	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	114.57	67.52	3.20	0.92	131.03	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.24	1.09	0.63	0.57	1.27	
d, Delay for Lane Group [s/veh]	150.50	123.98	25.49	26.09	164.61	
Lane Group LOS	F	F	C	C	F	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	43.10	5.13	12.53	9.44	44.58	
50th-Percentile Queue Length [ft/ln]	1077.52	128.19	313.28	235.89	1114.55	
95th-Percentile Queue Length [veh/ln]	62.10	9.06	18.34	14.47	65.03	
95th-Percentile Queue Length [ft/ln]	1552.51	226.62	458.41	361.84	1625.63	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	150.50	0.00	123.98	25.49	0.00	26.09	26.09	164.61	0.00	0.00	0.00
Movement LOS		F		F	C		C	C	F			
d_A, Approach Delay [s/veh]	150.50			41.74			117.88			0.00		
Approach LOS	F			D			F			A		
d_I, Intersection Delay [s/veh]	119.24											
Intersection LOS	F											
Intersection V/C	1.243											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	1.554
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	983	883	0
d_b, Bicycle Delay [s]	21.59	15.50	18.70	59.99
l_b,int, Bicycle LOS Score for Intersection	3.022	2.700	3.766	4.132
Bicycle LOS	C	B	D	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	183	43	150	44	29	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	43	150	44	29	167
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	11	38	11	7	42
Total Analysis Volume [veh/h]	183	43	150	44	29	167
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	643	676	617	675	675	710
Degree of Utilization, x	0.18	0.17	0.24	0.03	0.03	0.28

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.63	0.60	0.95	0.10	0.10	1.13
95th-Percentile Queue Length [ft]	15.84	14.94	23.71	2.52	2.52	28.13
Approach Delay [s/veh]	9.29		9.90			10.00
Approach LOS	A		A			A
Intersection Delay [s/veh]	9.71					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	757.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.347

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	77	1497	1081	120	288	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1497	1081	120	288	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	374	270	30	72	10
Total Analysis Volume [veh/h]	77	1497	1081	120	288	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.00	2.35	0.16
d_M, Delay for Movement [s/veh]	12.14	0.00	0.00	0.00	757.16	742.57
Movement LOS	B	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.45	0.00	0.00	0.00	28.92	28.92
95th-Percentile Queue Length [ft/ln]	11.37	0.00	0.00	0.00	723.05	723.05
d_A, Approach Delay [s/veh]	0.59		0.00		755.38	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	80.15					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	35	1147	887	169	323	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1147	887	169	323	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	287	222	42	81	15
Total Analysis Volume [veh/h]	35	1147	887	169	323	61
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	45	34	0	45	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	63	55	55	19	19
g / C, Green / Cycle	0.05	0.70	0.61	0.61	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.02	0.61	0.47	0.11	0.18	0.04
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	83	1315	1145	973	370	331
d1, Uniform Delay [s]	41.75	10.26	12.88	7.58	34.50	29.37
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	8.18	5.15	0.39	6.44	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.87	0.77	0.17	0.87	0.18
d, Delay for Lane Group [s/veh]	45.13	18.44	18.03	7.96	40.95	29.64
Lane Group LOS	D	B	B	A	D	C
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.83	16.44	13.10	1.39	7.07	1.05
50th-Percentile Queue Length [ft/ln]	20.67	410.97	327.53	34.74	176.82	26.37
95th-Percentile Queue Length [veh/ln]	1.49	23.09	19.04	2.50	11.43	1.90
95th-Percentile Queue Length [ft/ln]	37.20	577.20	475.93	62.54	285.86	47.47

Movement, Approach, & Intersection Results

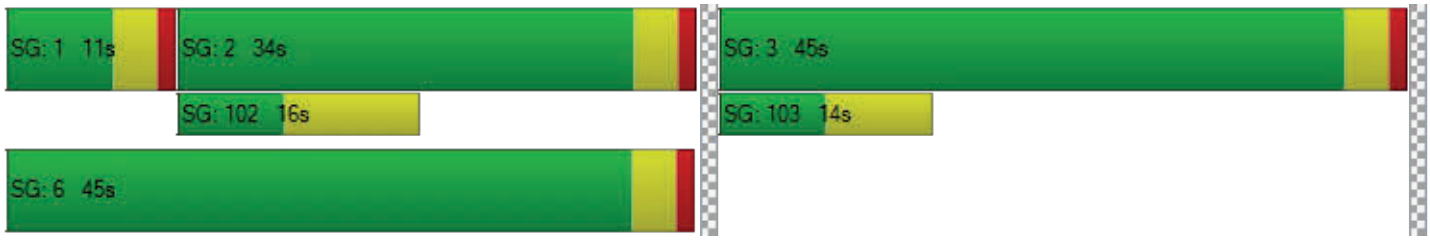
d_M, Delay for Movement [s/veh]	45.13	18.44	18.03	7.96	40.95	29.64
Movement LOS	D	B	B	A	D	C
d_A, Approach Delay [s/veh]	19.23		16.42		39.15	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	21.01					
Intersection LOS	C					
Intersection V/C	0.917					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersectio	2.632	0.000	2.226
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	666	911
d_b, Bicycle Delay [s]	13.35	20.01	13.35
l_b,int, Bicycle LOS Score for Intersection	3.510	3.302	1.560
Bicycle LOS	D	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	135.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.439

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	119	1	65	34	0	91	27	613	158	70	1082	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	1	65	34	0	91	27	613	158	70	1082	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	16	9	0	23	7	153	0	18	271	8
Total Analysis Volume [veh/h]	119	1	65	34	0	91	27	613	0	70	1082	32
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	358	406	386	402	613	426	443	557	557
Degree of Utilization, x	0.34	0.16	0.32	0.07	1.44	0.00	0.16	1.18	1.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.44	0.57	1.38	0.21	30.83	0.00	0.56	20.76	20.56
95th-Percentile Queue Length [ft]	36.10	14.13	34.58	5.37	770.70	0.00	13.93	519.10	513.89
Approach Delay [s/veh]	16.18		16.78	223.95			119.00		
Approach LOS	C		C	F			F		
Intersection Delay [s/veh]	135.57								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	586	49	364	358	70	679
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	586	49	364	358	70	679
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	147	12	91	90	18	170
Total Analysis Volume [veh/h]	586	49	364	358	70	679
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	19	54	54	6	64
g / C, Green / Cycle	0.21	0.21	0.60	0.60	0.06	0.71
(v / s)_i Volume / Saturation Flow Rate	0.17	0.03	0.19	0.23	0.04	0.36
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	712	327	1114	947	116	1319
d1, Uniform Delay [s]	34.20	29.31	9.14	9.50	40.94	6.13
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.47	0.21	0.78	1.15	4.91	1.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.15	0.33	0.38	0.60	0.51
d, Delay for Lane Group [s/veh]	36.67	29.52	9.92	10.65	45.84	7.57
Lane Group LOS	D	C	A	B	D	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.00	0.84	3.30	3.42	1.62	4.82
50th-Percentile Queue Length [ft/ln]	149.88	21.08	82.40	85.62	40.48	120.44
95th-Percentile Queue Length [veh/ln]	10.01	1.52	5.93	6.16	2.91	8.42
95th-Percentile Queue Length [ft/ln]	250.27	37.94	148.32	154.12	72.87	210.44

Movement, Approach, & Intersection Results

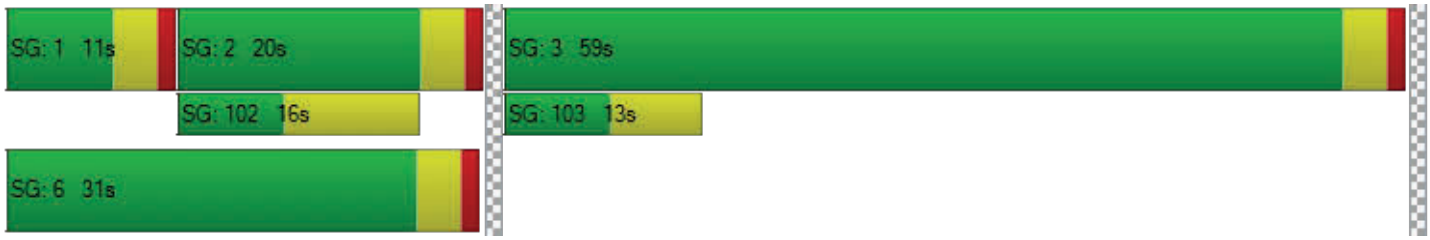
d_M, Delay for Movement [s/veh]	36.67	29.52	9.92	10.65	45.84	7.57
Movement LOS	D	C	A	B	D	A
d_A, Approach Delay [s/veh]	36.12		10.28		11.15	
Approach LOS	D		B		B	
d_I, Intersection Delay [s/veh]	18.38					
Intersection LOS	B					
Intersection V/C	0.614					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersectio	2.519	0.000	2.443
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.751	2.795
Bicycle LOS	A	C	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	78.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.070

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	570	464	0	0	1220	431	0	0	0	282	6	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	570	464	0	0	1220	431	0	0	0	282	6	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	116	0	0	305	108	0	0	0	71	2	55
Total Analysis Volume [veh/h]	570	464	0	0	1220	431	0	0	0	282	6	220
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	40	82	0	0	42	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	36	78	38	38		34
g / C, Green / Cycle	0.30	0.65	0.32	0.32		0.28
(v / s)_i Volume / Saturation Flow Rate	0.32	0.13	0.34	0.27		0.30
s, saturation flow rate [veh/h]	1781	3560	3560	1589		1694
c, Capacity [veh/h]	534	2314	1127	503		480
d1, Uniform Delay [s]	41.98	8.45	40.98	38.42		42.97
k, delay calibration	0.50	0.50	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	58.07	0.19	51.94	16.90		57.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	1.07	0.20	1.08	0.86		1.06
d, Delay for Lane Group [s/veh]	100.05	8.65	92.91	55.32		100.40
Lane Group LOS	F	A	F	E		F
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	23.69	2.22	23.98	13.72		21.72
50th-Percentile Queue Length [ft/ln]	592.36	55.58	599.39	343.01		542.91
95th-Percentile Queue Length [veh/ln]	33.03	4.00	33.68	19.80		30.43
95th-Percentile Queue Length [ft/ln]	825.72	100.05	842.12	494.88		760.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	100.05	8.65	0.00	0.00	92.91	55.32	0.00	0.00	0.00	100.40	100.40	100.40
Movement LOS	F	A			F	E				F	F	F
d_A, Approach Delay [s/veh]	59.03			83.10			0.00			100.40		
Approach LOS	E			F			A			F		
d_I, Intersection Delay [s/veh]	78.06											
Intersection LOS	E											
Intersection V/C	1.070											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.49	0.00	49.49
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.997	0.000	2.119
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1300	634	0	567
d_b, Bicycle Delay [s]	7.34	28.00	59.98	30.80
l_b,int, Bicycle LOS Score for Intersection	2.413	2.922	4.132	2.398
Bicycle LOS	B	C	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	50.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.958

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	921	219	509	823	0	144	3	505	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	921	219	509	823	0	144	3	505	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	230	55	127	206	0	36	1	126	0	0	0
Total Analysis Volume [veh/h]	0	921	219	509	823	0	144	3	505	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	36	0	40	76	0	0	44	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	33	36	72	40	40	
g / C, Green / Cycle	0.27	0.30	0.60	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.29	0.44	0.08	0.32	
s, saturation flow rate [veh/h]	3560	1781	1870	1783	1589	
c, Capacity [veh/h]	971	530	1129	587	524	
d1, Uniform Delay [s]	42.78	41.42	16.82	29.38	39.51	
k, delay calibration	0.50	0.42	0.50	0.11	0.43	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	18.82	27.40	4.15	0.22	28.52	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.95	0.96	0.73	0.25	0.96	
d, Delay for Lane Group [s/veh]	61.61	68.82	20.96	29.60	68.02	
Lane Group LOS	E	E	C	C	E	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.81	18.65	16.48	3.08	18.21	
50th-Percentile Queue Length [ft/ln]	395.23	466.37	411.99	76.99	455.26	
95th-Percentile Queue Length [veh/ln]	22.33	25.74	23.14	5.54	25.21	
95th-Percentile Queue Length [ft/ln]	558.25	643.46	578.43	138.58	630.22	

Movement, Approach, & Intersection Results

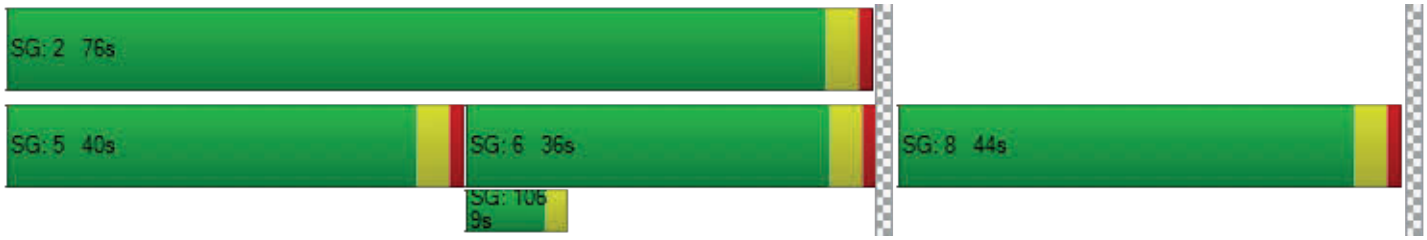
d_M, Delay for Movement [s/veh]	0.00	61.61	0.00	68.82	20.96	0.00	29.60	29.60	68.02	0.00	0.00	0.00
Movement LOS		E		E	C		C	C	E			
d_A, Approach Delay [s/veh]		61.61			39.25			59.36			0.00	
Approach LOS		E			D			E			A	
d_I, Intersection Delay [s/veh]	50.85											
Intersection LOS	D											
Intersection V/C	0.958											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	1.936
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	1200	667	0
d_b, Bicycle Delay [s]	32.25	9.59	26.65	59.98
l_b,int, Bicycle LOS Score for Intersection	2.319	3.757	2.635	4.132
Bicycle LOS	B	D	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Trilogy Parkway/Knabe Road at Hunt Road

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Knabe Road		Trilogy Parkway		Hunt Road	
Base Volume Input [veh/h]	135	32	87	154	41	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	32	87	154	41	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	8	22	39	10	35
Total Analysis Volume [veh/h]	135	32	87	154	41	139
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	643	675	630	691	691	713
Degree of Utilization, x	0.13	0.12	0.14	0.11	0.11	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.45	0.42	0.48	0.37	0.37	1.00
95th-Percentile Queue Length [ft]	11.13	10.52	11.94	9.37	9.37	24.96
Approach Delay [s/veh]	8.96		8.85			9.75
Approach LOS	A		A			A
Intersection Delay [s/veh]	9.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Two-way stop	Delay (sec / veh):	36.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	48	751	984	180	94	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	751	984	180	94	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	188	246	45	24	12
Total Analysis Volume [veh/h]	48	751	984	180	94	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.01	0.00	0.38	0.18
d_M, Delay for Movement [s/veh]	11.52	0.00	0.00	0.00	36.63	35.42
Movement LOS	B	A	A	A	E	E
95th-Percentile Queue Length [veh/ln]	0.26	0.00	0.00	0.00	3.15	3.15
95th-Percentile Queue Length [ft/ln]	6.50	0.00	0.00	0.00	78.70	78.70
d_A, Approach Delay [s/veh]	0.69		0.00		36.22	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.71					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 5: Temescal Canyon Road at Trilogy Parkway

Control Type:	Signalized	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Trilogy Parkway	
Base Volume Input [veh/h]	94	528	651	300	186	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	528	651	300	186	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	132	163	75	47	14
Total Analysis Volume [veh/h]	94	528	651	300	186	54
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	31	20	0	59	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	9	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	70	60	60	12	12
g / C, Green / Cycle	0.07	0.78	0.67	0.67	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.28	0.35	0.19	0.10	0.03
s, saturation flow rate [veh/h]	1781	1870	1870	1589	1781	1589
c, Capacity [veh/h]	127	1461	1244	1057	232	207
d1, Uniform Delay [s]	40.99	3.01	7.74	6.22	38.05	35.27
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.10	0.70	1.58	0.67	6.39	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.36	0.52	0.28	0.80	0.26
d, Delay for Lane Group [s/veh]	49.09	3.70	9.32	6.89	44.43	35.94
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.31	2.18	6.01	2.22	4.19	1.06
50th-Percentile Queue Length [ft/ln]	57.64	54.59	150.14	55.49	104.75	26.38
95th-Percentile Queue Length [veh/ln]	4.15	3.93	10.02	4.00	7.54	1.90
95th-Percentile Queue Length [ft/ln]	103.76	98.26	250.61	99.88	188.55	47.49

Movement, Approach, & Intersection Results

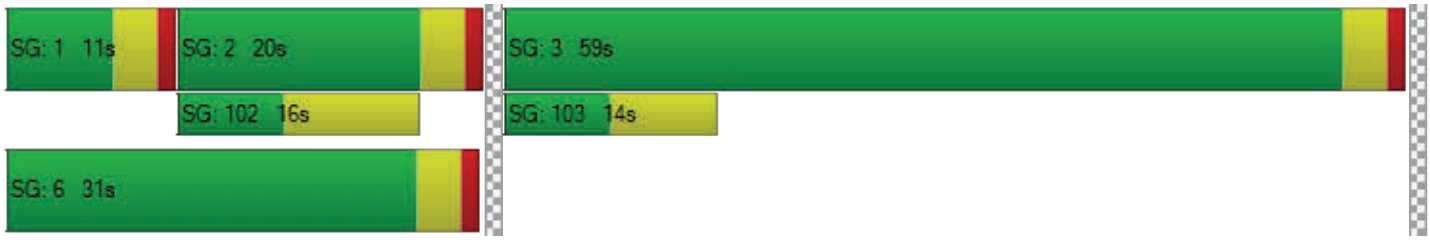
d_M, Delay for Movement [s/veh]	49.09	3.70	9.32	6.89	44.43	35.94
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.56		8.55		42.52	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	13.74					
Intersection LOS	B					
Intersection V/C	0.583					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersectio	2.371	0.000	2.249
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	355	1222
d_b, Bicycle Delay [s]	22.06	30.43	6.81
l_b,int, Bicycle LOS Score for Intersection	2.586	3.129	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	All-way stop	Delay (sec / veh):	35.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	50	1	4	34	0	32	51	571	29	18	455	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	4	34	0	32	51	571	29	18	455	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	1	9	0	8	13	143	0	5	114	7
Total Analysis Volume [veh/h]	50	1	4	34	0	32	51	571	0	18	455	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	419	487	455	530	572	572	499	537	545
Degree of Utilization, x	0.12	0.01	0.15	0.10	1.00	0.00	0.04	0.45	0.44

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.02	0.50	0.32	14.58	0.00	0.11	2.31	2.27
95th-Percentile Queue Length [ft]	10.31	0.62	12.61	7.95	364.39	0.00	2.80	57.85	56.67
Approach Delay [s/veh]	12.32		12.26	57.58			14.48		
Approach LOS	B		B	F			B		
Intersection Delay [s/veh]	35.80								
Intersection LOS	E								

Intersection Level Of Service Report
Intersection 7: Campbell Ranch Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Campbell Ranch Road		Temescal Canyon Road		Temescal Canyon Road	
Base Volume Input [veh/h]	304	6	398	174	17	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	6	398	174	17	167
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	2	100	44	4	42
Total Analysis Volume [veh/h]	304	6	398	174	17	167
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	10	0	7	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	59	0	20	0	11	31
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	6	0	9	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	65	65	2	71
g / C, Green / Cycle	0.12	0.12	0.72	0.72	0.03	0.79
(v / s)_i Volume / Saturation Flow Rate	0.09	0.00	0.21	0.11	0.01	0.09
s, saturation flow rate [veh/h]	3459	1589	1870	1589	1781	1870
c, Capacity [veh/h]	407	187	1348	1146	50	1484
d1, Uniform Delay [s]	38.44	35.19	4.45	3.94	42.93	2.11
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.77	0.07	0.56	0.28	3.91	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.03	0.30	0.15	0.34	0.11
d, Delay for Lane Group [s/veh]	41.21	35.26	5.01	4.22	46.85	2.26
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.24	0.12	2.04	0.80	0.41	0.40
50th-Percentile Queue Length [ft/ln]	81.02	2.88	50.95	19.91	10.37	9.91
95th-Percentile Queue Length [veh/ln]	5.83	0.21	3.67	1.43	0.75	0.71
95th-Percentile Queue Length [ft/ln]	145.83	5.18	91.72	35.83	18.66	17.85

Movement, Approach, & Intersection Results

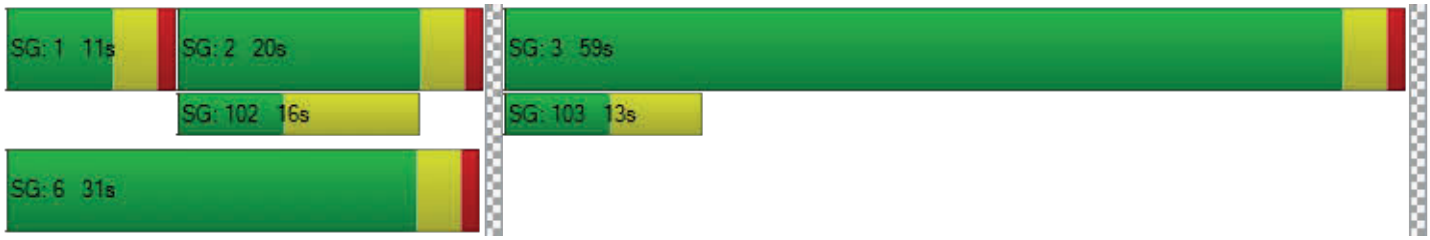
d_M, Delay for Movement [s/veh]	41.21	35.26	5.01	4.22	46.85	2.26
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	41.09		4.77		6.38	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	15.61					
Intersection LOS	B					
Intersection V/C	0.358					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersectio	2.314	0.000	2.195
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	355	600
d_b, Bicycle Delay [s]	6.81	30.43	22.06
l_b,int, Bicycle LOS Score for Intersection	1.560	2.503	1.863
Bicycle LOS	A	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



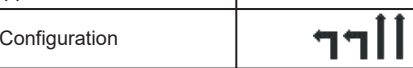
APPENDIX E-III

YEAR 2045 WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	1246	1118	0	0	338	215	0	0	0	238	11	320
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1246	1118	0	0	338	215	0	0	0	238	11	320
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	312	280	0	0	85	54	0	0	0	60	3	80
Total Analysis Volume [veh/h]	1246	1118	0	0	338	215	0	0	0	238	11	320
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	48	62	0	0	14	0	0	0	0	0	28	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	36	61	21	21		21	21
g / C, Green / Cycle	0.40	0.68	0.24	0.24		0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.36	0.31	0.09	0.14		0.13	0.21
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1597
c, Capacity [veh/h]	1383	2421	839	375		412	369
d1, Uniform Delay [s]	25.35	6.72	29.06	30.41		30.72	33.57
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	2.43	0.64	1.44	6.27		1.28	11.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.46	0.40	0.57		0.58	0.90
d, Delay for Lane Group [s/veh]	27.78	7.36	30.50	36.68		32.00	45.23
Lane Group LOS	C	A	C	D		C	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	11.61	3.83	3.07	4.52		4.64	8.02
50th-Percentile Queue Length [ft/ln]	290.35	95.68	76.74	112.89		115.93	200.51
95th-Percentile Queue Length [veh/ln]	17.20	6.89	5.52	8.00		8.17	12.67
95th-Percentile Queue Length [ft/ln]	430.07	172.23	138.12	200.02		204.22	316.63

Movement, Approach, & Intersection Results

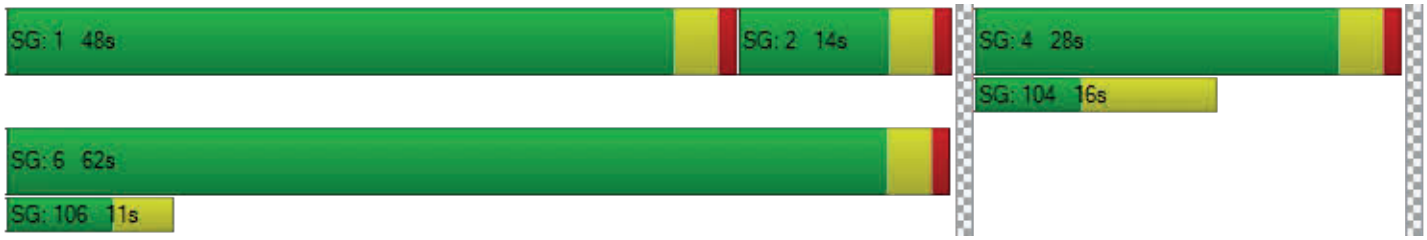
d_M, Delay for Movement [s/veh]	27.78	7.36	0.00	0.00	30.50	36.68	0.00	0.00	0.00	32.00	45.23	45.23
Movement LOS	C	A			C	D				C	D	D
d_A, Approach Delay [s/veh]	18.12			32.90			0.00			39.69		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	23.99											
Intersection LOS	C											
Intersection V/C	0.811											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.882	0.000	2.269
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	222	0	533
d_b, Bicycle Delay [s]	5.70	35.57	45.01	24.21
l_b,int, Bicycle LOS Score for Intersection	3.510	2.016	4.132	2.498
Bicycle LOS	D	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	42.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	1772	177	114	577	0	445	6	886	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1772	177	114	577	0	445	6	886	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	443	44	29	144	0	111	2	222	0	0	0
Total Analysis Volume [veh/h]	0	1772	177	114	577	0	445	6	886	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	65	0	12	77	0	0	43	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	61	8	73	39	39	
g / C, Green / Cycle	0.51	0.07	0.61	0.32	0.32	
(v / s)_i Volume / Saturation Flow Rate	0.50	0.06	0.31	0.25	0.31	
s, saturation flow rate [veh/h]	3560	1781	1870	1782	2813	
c, Capacity [veh/h]	1808	120	1138	579	914	
d1, Uniform Delay [s]	28.93	55.72	13.29	36.60	39.91	
k, delay calibration	0.50	0.11	0.50	0.30	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	16.97	27.52	1.62	6.13	8.42	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.98	0.95	0.51	0.78	0.97	
d, Delay for Lane Group [s/veh]	45.89	83.24	14.91	42.73	48.33	
Lane Group LOS	D	F	B	D	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	28.09	4.35	8.99	12.55	13.46	
50th-Percentile Queue Length [ft/ln]	702.22	108.83	224.81	313.86	336.45	
95th-Percentile Queue Length [veh/ln]	36.78	7.77	13.91	18.37	19.47	
95th-Percentile Queue Length [ft/ln]	919.52	194.37	347.76	459.13	486.86	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	45.89	0.00	83.24	14.91	0.00	42.73	42.73	48.33	0.00	0.00	0.00
Movement LOS		D		F	B		D	D	D			
d_A, Approach Delay [s/veh]	45.89			26.18			46.44			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	42.50											
Intersection LOS	D											
Intersection V/C	0.974											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	1.554
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1017	1217	650	0
d_b, Bicycle Delay [s]	14.49	9.19	27.32	59.98
l_b,int, Bicycle LOS Score for Intersection	3.022	2.700	3.766	4.132
Bicycle LOS	C	B	D	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.982

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	77	1497	1081	120	288	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1497	1081	120	288	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	374	270	30	72	10
Total Analysis Volume [veh/h]	77	1497	1081	120	288	40
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	93	82	0	27	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	4	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	89	78	23
g / C, Green / Cycle	0.05	0.74	0.65	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.42	0.65	0.19
s, saturation flow rate [veh/h]	1781	3560	1838	1755
c, Capacity [veh/h]	98	2640	1200	337
d1, Uniform Delay [s]	55.98	6.91	20.81	48.19
k, delay calibration	0.11	0.50	0.50	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.83	0.89	26.14	29.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.57	1.00	0.97
d, Delay for Lane Group [s/veh]	68.81	7.80	46.94	78.16
Lane Group LOS	E	A	F	E
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	2.62	7.14	37.14	12.23
50th-Percentile Queue Length [ft/ln]	65.39	178.45	928.57	305.78
95th-Percentile Queue Length [veh/ln]	4.71	11.52	47.17	17.97
95th-Percentile Queue Length [ft/ln]	117.70	287.99	1179.18	449.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.81	7.80	46.94	46.94	78.16	78.16
Movement LOS	E	A	D	D	E	E
d_A, Approach Delay [s/veh]	10.79		46.94		78.16	
Approach LOS	B		D		E	
d_I, Intersection Delay [s/veh]	31.90					
Intersection LOS	C					
Intersection V/C	0.982					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersectio	3.021	0.000	2.113
Crosswalk LOS	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1484	1300	383
d_b, Bicycle Delay [s]	4.00	7.34	39.20
l_b,int, Bicycle LOS Score for Intersection	2.858	3.541	2.101
Bicycle LOS	C	D	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	119	1	65	34	0	91	27	613	158	70	1082	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	1	65	34	0	91	27	613	158	70	1082	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	0	16	9	0	23	7	153	40	18	271	8
Total Analysis Volume [veh/h]	119	1	65	34	0	91	27	613	158	70	1082	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	11	50	0	11	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	24	24	4	53	6	55	55
g / C, Green / Cycle	0.25	0.25	0.25	0.04	0.56	0.06	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.21	0.04	0.22	0.02	0.33	0.04	0.30	0.30
s, saturation flow rate [veh/h]	582	1589	572	1781	1870	1781	1870	1851
c, Capacity [veh/h]	223	402	193	67	1045	111	1090	1080
d1, Uniform Delay [s]	33.37	27.64	31.25	44.68	13.77	43.50	11.78	11.78
k, delay calibration	0.20	0.11	0.22	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.63	0.19	7.38	3.88	2.42	5.87	1.73	1.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.16	0.65	0.40	0.59	0.63	0.51	0.51
d, Delay for Lane Group [s/veh]	36.99	27.82	38.63	48.56	16.18	49.36	13.51	13.53
Lane Group LOS	D	C	D	D	B	D	B	B
Critical Lane Group	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.80	1.18	2.70	0.68	8.27	1.74	6.63	6.58
50th-Percentile Queue Length [ft/ln]	70.09	29.44	67.57	16.92	206.69	43.51	165.85	164.42
95th-Percentile Queue Length [veh/ln]	5.05	2.12	4.87	1.22	12.98	3.13	10.86	10.78
95th-Percentile Queue Length [ft/ln]	126.16	52.99	121.63	30.46	324.58	78.32	271.45	269.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.99	36.99	27.82	38.63	38.63	38.63	48.56	16.18	0.00	49.36	13.52	13.53
Movement LOS	D	D	C	D	D	D	D	B		D	B	B
d_A, Approach Delay [s/veh]	33.77			38.63			17.55			15.64		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	19.13											
Intersection LOS	B											
Intersection V/C	0.670											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersectio	2.012	1.792	2.974	2.798
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	632	632	968	968
d_b, Bicycle Delay [s]	22.24	22.24	12.64	12.64
l_b,int, Bicycle LOS Score for Intersection	1.865	1.766	2.616	2.536
Bicycle LOS	A	A	B	B

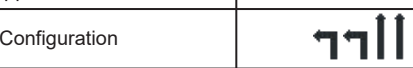
Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 1: Temescal Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	570	464	0	0	1220	431	0	0	0	282	6	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	570	464	0	0	1220	431	0	0	0	282	6	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	116	0	0	305	108	0	0	0	71	2	55
Total Analysis Volume [veh/h]	570	464	0	0	1220	431	0	0	0	282	6	220
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	33	47	0	0	14	0	0	0	0	0	43	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	0	0	0	0	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	18	65	43	43		17	17
g / C, Green / Cycle	0.20	0.72	0.48	0.48		0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.16	0.13	0.34	0.27		0.16	0.14
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1596
c, Capacity [veh/h]	682	2570	1710	763		337	302
d1, Uniform Delay [s]	34.75	4.01	18.50	16.69		35.15	34.47
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	2.80	0.15	2.57	3.01		5.48	3.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.18	0.71	0.56		0.84	0.75
d, Delay for Lane Group [s/veh]	37.55	4.16	21.07	19.70		40.63	38.16
Lane Group LOS	D	A	C	B		D	D
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	5.90	0.96	9.36	6.21		6.34	4.89
50th-Percentile Queue Length [ft/ln]	147.54	23.97	233.88	155.28		158.50	122.23
95th-Percentile Queue Length [veh/ln]	9.89	1.73	14.37	10.30		10.47	8.52
95th-Percentile Queue Length [ft/ln]	247.15	43.15	359.28	257.46		261.74	212.89

Movement, Approach, & Intersection Results

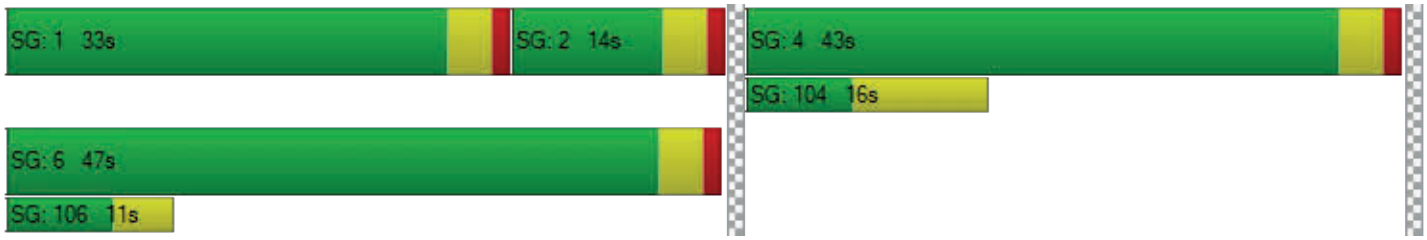
d_M, Delay for Movement [s/veh]	37.55	4.16	0.00	0.00	21.07	19.70	0.00	0.00	0.00	40.63	38.16	38.16
Movement LOS	D	A			C	B				D	D	D
d_A, Approach Delay [s/veh]	22.57			20.72			0.00			39.53		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	24.31											
Intersection LOS	C											
Intersection V/C	0.768											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.982	0.000	2.254
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	222	0	866
d_b, Bicycle Delay [s]	12.28	35.57	45.01	14.46
l_b,int, Bicycle LOS Score for Intersection	2.413	2.922	4.132	2.398
Bicycle LOS	B	C	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Temescal Canyon Road at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	28.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	921	219	509	823	0	144	3	505	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	921	219	509	823	0	144	3	505	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	230	55	127	206	0	36	1	126	0	0	0
Total Analysis Volume [veh/h]	0	921	219	509	823	0	144	3	505	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	29	0	39	68	0	0	22	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	2	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	32	28	64	18	18	
g / C, Green / Cycle	0.36	0.31	0.71	0.20	0.20	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.29	0.44	0.08	0.18	
s, saturation flow rate [veh/h]	3560	1781	1870	1783	2813	
c, Capacity [veh/h]	1277	551	1332	354	559	
d1, Uniform Delay [s]	24.98	30.06	6.65	31.51	35.23	
k, delay calibration	0.50	0.26	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.55	14.51	2.16	0.78	5.75	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.72	0.92	0.62	0.42	0.90	
d, Delay for Lane Group [s/veh]	28.53	44.58	8.80	32.29	40.99	
Lane Group LOS	C	D	A	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.80	12.48	7.12	2.75	5.59	
50th-Percentile Queue Length [ft/ln]	219.89	311.90	178.01	68.82	139.69	
95th-Percentile Queue Length [veh/ln]	13.66	18.27	11.50	4.96	9.46	
95th-Percentile Queue Length [ft/ln]	341.48	456.72	287.41	123.88	236.60	

Movement, Approach, & Intersection Results

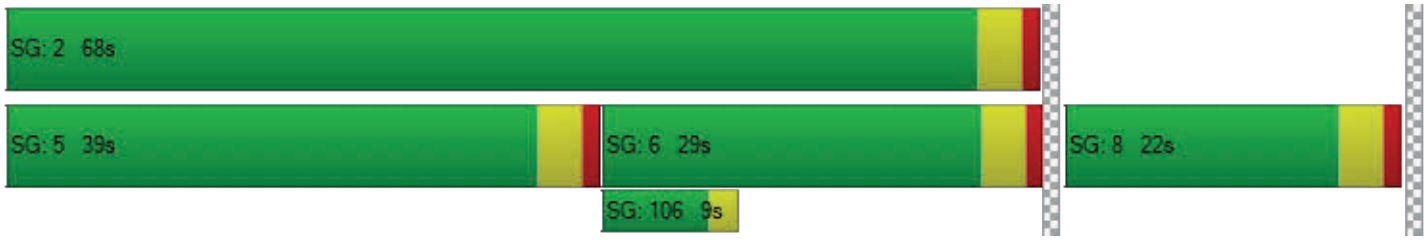
d_M, Delay for Movement [s/veh]	0.00	28.53	0.00	44.58	8.80	0.00	32.29	32.29	40.99	0.00	0.00	0.00
Movement LOS		C		D	A		C	C	D			
d_A, Approach Delay [s/veh]	28.53			22.47			39.02			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	28.11											
Intersection LOS	C											
Intersection V/C	0.835											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	1.922
Crosswalk LOS	F	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	1422	400	0
d_b, Bicycle Delay [s]	23.48	3.76	28.81	45.01
l_b,int, Bicycle LOS Score for Intersection	2.319	3.757	2.635	4.132
Bicycle LOS	B	D	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Temescal Canyon Road at Lawson Road

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Lawson Road	
Base Volume Input [veh/h]	48	751	984	180	94	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	751	984	180	94	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	188	246	45	24	12
Total Analysis Volume [veh/h]	48	751	984	180	94	48
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	101	90	0	19	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	7	0
Pedestrian Clearance [s]	0	0	4	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	100	91	12
g / C, Green / Cycle	0.05	0.84	0.76	0.10
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.64	0.08
s, saturation flow rate [veh/h]	1781	3560	1820	1711
c, Capacity [veh/h]	84	2974	1374	168
d1, Uniform Delay [s]	55.99	2.06	9.99	53.21
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.09	0.20	6.62	10.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.25	0.85	0.85
d, Delay for Lane Group [s/veh]	62.08	2.27	16.61	64.18
Lane Group LOS	E	A	B	E
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	1.54	1.11	18.09	4.61
50th-Percentile Queue Length [ft/ln]	38.60	27.73	452.35	115.36
95th-Percentile Queue Length [veh/ln]	2.78	2.00	25.07	8.14
95th-Percentile Queue Length [ft/ln]	69.48	49.91	626.75	203.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.08	2.27	16.61	16.61	64.18	64.18
Movement LOS	E	A	B	B	E	E
d_A, Approach Delay [s/veh]	5.86		16.61		64.18	
Approach LOS	A		B		E	
d_I, Intersection Delay [s/veh]	15.74					
Intersection LOS	B					
Intersection V/C	0.833					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50
l_p,int, Pedestrian LOS Score for Intersectio	2.740	0.000	1.999
Crosswalk LOS	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1617	1434	250
d_b, Bicycle Delay [s]	2.20	4.81	45.93
l_b,int, Bicycle LOS Score for Intersection	2.219	3.480	1.794
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Maitri Road at Temescal Canyon Road

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.443

Intersection Setup

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Maitri Road			Maitri Road			Temescal Canyon Road			Temescal Canyon Road		
Base Volume Input [veh/h]	50	1	4	34	0	32	51	571	29	18	455	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	4	34	0	32	51	571	29	18	455	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	1	9	0	8	13	143	7	5	114	7
Total Analysis Volume [veh/h]	50	1	4	34	0	32	51	571	29	18	455	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	19	0	0	19	0	15	60	0	11	56	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	6	0	0	4	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	8	5	67	3	65	65
g / C, Green / Cycle	0.09	0.09	0.09	0.06	0.75	0.03	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.04	0.00	0.07	0.03	0.31	0.01	0.13	0.13
s, saturation flow rate [veh/h]	1257	1589	966	1781	1870	1781	1870	1831
c, Capacity [veh/h]	193	144	148	102	1396	52	1344	1316
d1, Uniform Delay [s]	38.79	37.31	40.19	41.20	4.17	42.84	4.10	4.10
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.72	0.08	2.09	3.76	0.89	3.83	0.30	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.03	0.45	0.50	0.41	0.34	0.18	0.18
d, Delay for Lane Group [s/veh]	39.51	37.39	42.28	44.97	5.06	46.67	4.39	4.40
Lane Group LOS	D	D	D	D	A	D	A	A
Critical Lane Group	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.11	0.08	1.53	1.17	2.79	0.44	1.14	1.13
50th-Percentile Queue Length [ft/ln]	27.67	2.09	38.22	29.25	69.75	10.92	28.51	28.13
95th-Percentile Queue Length [veh/ln]	1.99	0.15	2.75	2.11	5.02	0.79	2.05	2.03
95th-Percentile Queue Length [ft/ln]	49.80	3.76	68.79	52.64	125.54	19.65	51.32	50.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.51	39.51	37.39	42.28	42.28	42.28	44.97	5.06	0.00	46.67	4.40	4.40
Movement LOS	D	D	D	D	D	D	D	A		D	A	A
d_A, Approach Delay [s/veh]	39.35			42.28			8.33			5.91		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	10.53											
Intersection LOS	B											
Intersection V/C	0.443											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersectio	1.959	1.774	2.672	2.540
Crosswalk LOS	A	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	333	1244	1155
d_b, Bicycle Delay [s]	31.26	31.26	6.43	8.03
l_b,int, Bicycle LOS Score for Intersection	1.650	1.669	2.586	1.974
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX F

TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

APPENDIX F-I

EXISTING WITH AMBIENT GROWTH (YEAR 2026) WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1459	712	87
2	1415	691	84
3	1386	676	83
4	1299	634	77
5	1153	562	69
6	1138	555	68
7	1123	548	67
8	1021	498	61
9	1007	491	60
10	992	484	59
11	861	420	51
12	802	392	48
13	788	384	47
14	584	285	35
15	584	285	35
16	409	199	24
17	233	114	14
18	233	114	14
19	131	64	8
20	73	36	4
21	44	21	3
22	15	7	1
23	15	7	1
24	15	7	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	2171	1	87	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	2	2106	1	84	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	2	2062	1	83	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No
4	2	1933	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
5	2	1715	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
6	2	1693	1	68	No	No	No	No	No	Yes	Yes	Yes	No	No
7	2	1671	1	67	No	No	No	No	No	Yes	Yes	Yes	No	No
8	2	1519	1	61	No	No	No	No	No	Yes	Yes	Yes	No	No
9	2	1498	1	60	No	No	No	No	No	Yes	Yes	Yes	No	No
10	2	1476	1	59	No	No	No	No	No	No	Yes	Yes	No	No
11	2	1281	1	51	No	No	No	No	No	No	No	Yes	No	No
12	2	1194	1	48	No	No	No	No	No	No	No	Yes	No	No
13	2	1172	1	47	No	No	No	No	No	No	No	Yes	No	No
14	2	869	1	35	No	No	No	No	No	No	No	No	No	No
15	2	869	1	35	No	No	No	No	No	No	No	No	No	No
16	2	608	1	24	No	No	No	No	No	No	No	No	No	No
17	2	347	1	14	No	No	No	No	No	No	No	No	No	No
18	2	347	1	14	No	No	No	No	No	No	No	No	No	No
19	2	195	1	8	No	No	No	No	No	No	No	No	No	No
20	2	109	1	4	No	No	No	No	No	No	No	No	No	No
21	2	65	1	3	No	No	No	No	No	No	No	No	No	No
22	2	22	1	1	No	No	No	No	No	No	No	No	No	No
23	2	22	1	1	No	No	No	No	No	No	No	No	No	No
24	2	22	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	2	4	9	10	13	3	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	48.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:10
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	87
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2258
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	177	100	1368	520
2	172	97	1327	504
3	168	95	1300	494
4	158	89	1218	463
5	140	79	1081	411
6	138	78	1067	406
7	136	77	1053	400
8	124	70	958	364
9	122	69	944	359
10	120	68	930	354
11	104	59	807	307
12	97	55	752	286
13	96	54	739	281
14	71	40	547	208
15	71	40	547	208
16	50	28	383	146
17	28	16	219	83
18	28	16	219	83
19	16	9	123	47
20	9	5	68	26
21	5	3	41	16
22	2	1	14	5
23	2	1	14	5
24	2	1	14	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	277	3	1368	No	No	No	No	No	No	No	No	Yes	Yes
2	2	269	3	1327	No	No	No	No	No	No	No	No	Yes	Yes
3	2	263	3	1300	No	No	No	No	No	No	No	No	Yes	Yes
4	2	247	3	1218	No	No	No	No	No	No	No	No	Yes	Yes
5	2	219	3	1081	No	No	No	No	No	No	No	No	Yes	Yes
6	2	216	3	1067	No	No	No	No	No	No	No	No	Yes	Yes
7	2	213	3	1053	No	No	No	No	No	No	No	No	Yes	Yes
8	2	194	3	958	No	No	No	No	No	No	No	No	Yes	Yes
9	2	191	3	944	No	No	No	No	No	No	No	No	Yes	Yes
10	2	188	3	930	No	No	No	No	No	No	No	No	Yes	Yes
11	2	163	3	807	No	No	No	No	No	No	No	No	Yes	Yes
12	2	152	3	752	No	No	No	No	No	No	No	No	Yes	Yes
13	2	150	3	739	No	No	No	No	No	No	No	No	Yes	Yes
14	2	111	3	547	No	No	No	No	No	No	No	No	Yes	No
15	2	111	3	547	No	No	No	No	No	No	No	No	Yes	No
16	2	78	3	383	No	No	No	No	No	No	No	No	No	No
17	2	44	3	219	No	No	No	No	No	No	No	No	No	No
18	2	44	3	219	No	No	No	No	No	No	No	No	No	No
19	2	25	3	123	No	No	No	No	No	No	No	No	No	No
20	2	14	3	68	No	No	No	No	No	No	No	No	No	No
21	2	8	3	41	No	No	No	No	No	No	No	No	No	No
22	2	3	3	14	No	No	No	No	No	No	No	No	No	No
23	2	3	3	14	No	No	No	No	No	No	No	No	No	No
24	2	3	3	14	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	182.6	38.5
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	69:22	5:34
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	1368	520
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2165	2165
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	572	841	90
2	555	816	87
3	543	799	86
4	509	748	80
5	452	664	71
6	446	656	70
7	440	648	69
8	400	589	63
9	395	580	62
10	389	572	61
11	337	496	53
12	315	463	50
13	309	454	49
14	229	336	36
15	229	336	36
16	160	235	25
17	92	135	14
18	92	135	14
19	51	76	8
20	29	42	5
21	17	25	3
22	6	8	1
23	6	8	1
24	6	8	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1413	1	90	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	2	1371	1	87	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	2	1342	1	86	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	2	1257	1	80	No	No	No	No	Yes	Yes	Yes	Yes	No	No
5	2	1116	1	71	No	No	No	No	No	Yes	Yes	Yes	No	No
6	2	1102	1	70	No	No	No	No	No	Yes	Yes	Yes	No	No
7	2	1088	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
8	2	989	1	63	No	No	No	No	No	Yes	Yes	Yes	No	No
9	2	975	1	62	No	No	No	No	No	Yes	Yes	Yes	No	No
10	2	961	1	61	No	No	No	No	No	Yes	Yes	Yes	No	No
11	2	833	1	53	No	No	No	No	No	No	Yes	Yes	No	No
12	2	778	1	50	No	No	No	No	No	No	No	Yes	No	No
13	2	763	1	49	No	No	No	No	No	No	No	Yes	No	No
14	2	565	1	36	No	No	No	No	No	No	No	No	No	No
15	2	565	1	36	No	No	No	No	No	No	No	No	No	No
16	2	395	1	25	No	No	No	No	No	No	No	No	No	No
17	2	227	1	14	No	No	No	No	No	No	No	No	No	No
18	2	227	1	14	No	No	No	No	No	No	No	No	No	No
19	2	127	1	8	No	No	No	No	No	No	No	No	No	No
20	2	71	1	5	No	No	No	No	No	No	No	No	No	No
21	2	42	1	3	No	No	No	No	No	No	No	No	No	No
22	2	14	1	1	No	No	No	No	No	No	No	No	No	No
23	2	14	1	1	No	No	No	No	No	No	No	No	No	No
24	2	14	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	4	10	11	13	3	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	19.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	90
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1503
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	111	48	353	682
2	108	47	342	662
3	105	46	335	648
4	99	43	314	607
5	88	38	279	539
6	87	37	275	532
7	85	37	272	525
8	78	34	247	477
9	77	33	244	471
10	75	33	240	464
11	65	28	208	402
12	61	26	194	375
13	60	26	191	368
14	44	19	141	273
15	44	19	141	273
16	31	13	99	191
17	18	8	56	109
18	18	8	56	109
19	10	4	32	61
20	6	2	18	34
21	3	1	11	20
22	1	0	4	7
23	1	0	4	7
24	1	0	4	7

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	159	3	682	No	No	No	No	No	No	No	No	Yes	Yes
2	2	155	3	662	No	No	No	No	No	No	No	No	Yes	Yes
3	2	151	3	648	No	No	No	No	No	No	No	No	Yes	Yes
4	2	142	3	607	No	No	No	No	No	No	No	No	Yes	Yes
5	2	126	3	539	No	No	No	No	No	No	No	No	Yes	No
6	2	124	3	532	No	No	No	No	No	No	No	No	Yes	No
7	2	122	3	525	No	No	No	No	No	No	No	No	Yes	No
8	2	112	3	477	No	No	No	No	No	No	No	No	Yes	No
9	2	110	3	471	No	No	No	No	No	No	No	No	Yes	No
10	2	108	3	464	No	No	No	No	No	No	No	No	Yes	No
11	2	93	3	402	No	No	No	No	No	No	No	No	No	No
12	2	87	3	375	No	No	No	No	No	No	No	No	No	No
13	2	86	3	368	No	No	No	No	No	No	No	No	No	No
14	2	63	3	273	No	No	No	No	No	No	No	No	No	No
15	2	63	3	273	No	No	No	No	No	No	No	No	No	No
16	2	44	3	191	No	No	No	No	No	No	No	No	No	No
17	2	26	3	109	No	No	No	No	No	No	No	No	No	No
18	2	26	3	109	No	No	No	No	No	No	No	No	No	No
19	2	14	3	61	No	No	No	No	No	No	No	No	No	No
20	2	8	3	34	No	No	No	No	No	No	No	No	No	No
21	2	4	3	20	No	No	No	No	No	No	No	No	No	No
22	2	1	3	7	No	No	No	No	No	No	No	No	No	No
23	2	1	3	7	No	No	No	No	No	No	No	No	No	No
24	2	1	3	7	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	10	4

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.8	86.1
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:15	16:18
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	353	682
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1194	1194
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	**Yes**	

APPENDIX F-II

TIER I: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1514	720	73
2	1469	698	71
3	1438	684	69
4	1347	641	65
5	1196	569	58
6	1181	562	57
7	1166	554	56
8	1060	504	51
9	1045	497	50
10	1030	490	50
11	893	425	43
12	833	396	40
13	818	389	39
14	606	288	29
15	606	288	29
16	424	202	20
17	242	115	12
18	242	115	12
19	136	65	7
20	76	36	4
21	45	22	2
22	15	7	1
23	15	7	1
24	15	7	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	2234	1	73	No	No	No	No	No	Yes	Yes	Yes	No	No
2	2	2167	1	71	No	No	No	No	No	Yes	Yes	Yes	No	No
3	2	2122	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
4	2	1988	1	65	No	No	No	No	No	Yes	Yes	Yes	No	No
5	2	1765	1	58	No	No	No	No	No	No	Yes	Yes	No	No
6	2	1743	1	57	No	No	No	No	No	No	Yes	Yes	No	No
7	2	1720	1	56	No	No	No	No	No	No	Yes	Yes	No	No
8	2	1564	1	51	No	No	No	No	No	No	No	Yes	No	No
9	2	1542	1	50	No	No	No	No	No	No	No	Yes	No	No
10	2	1520	1	50	No	No	No	No	No	No	No	Yes	No	No
11	2	1318	1	43	No	No	No	No	No	No	No	Yes	No	No
12	2	1229	1	40	No	No	No	No	No	No	No	No	No	No
13	2	1207	1	39	No	No	No	No	No	No	No	No	No	No
14	2	894	1	29	No	No	No	No	No	No	No	No	No	No
15	2	894	1	29	No	No	No	No	No	No	No	No	No	No
16	2	626	1	20	No	No	No	No	No	No	No	No	No	No
17	2	357	1	12	No	No	No	No	No	No	No	No	No	No
18	2	357	1	12	No	No	No	No	No	No	No	No	No	No
19	2	201	1	7	No	No	No	No	No	No	No	No	No	No
20	2	112	1	4	No	No	No	No	No	No	No	No	No	No
21	2	67	1	2	No	No	No	No	No	No	No	No	No	No
22	2	22	1	1	No	No	No	No	No	No	No	No	No	No
23	2	22	1	1	No	No	No	No	No	No	No	No	No	No
24	2	22	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	4	7	11	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	39.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:48
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	73
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2307
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	185	103	1420	541
2	179	100	1377	525
3	176	98	1349	514
4	165	92	1264	481
5	146	81	1122	427
6	144	80	1108	422
7	142	79	1093	417
8	130	72	994	379
9	128	71	980	373
10	126	70	966	368
11	109	61	838	319
12	102	57	781	298
13	100	56	767	292
14	74	41	568	216
15	74	41	568	216
16	52	29	398	151
17	30	16	227	87
18	30	16	227	87
19	17	9	128	49
20	9	5	71	27
21	6	3	43	16
22	2	1	14	5
23	2	1	14	5
24	2	1	14	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	288	3	1420	No	No	No	No	No	No	No	No	Yes	Yes
2	2	279	3	1377	No	No	No	No	No	No	No	No	Yes	Yes
3	2	274	3	1349	No	No	No	No	No	No	No	No	Yes	Yes
4	2	257	3	1264	No	No	No	No	No	No	No	No	Yes	Yes
5	2	227	3	1122	No	No	No	No	No	No	No	No	Yes	Yes
6	2	224	3	1108	No	No	No	No	No	No	No	No	Yes	Yes
7	2	221	3	1093	No	No	No	No	No	No	No	No	Yes	Yes
8	2	202	3	994	No	No	No	No	No	No	No	No	Yes	Yes
9	2	199	3	980	No	No	No	No	No	No	No	No	Yes	Yes
10	2	196	3	966	No	No	No	No	No	No	No	No	Yes	Yes
11	2	170	3	838	No	No	No	No	No	No	No	No	Yes	Yes
12	2	159	3	781	No	No	No	No	No	No	No	No	Yes	Yes
13	2	156	3	767	No	No	No	No	No	No	No	No	Yes	Yes
14	2	115	3	568	No	No	No	No	No	No	No	No	Yes	No
15	2	115	3	568	No	No	No	No	No	No	No	No	Yes	No
16	2	81	3	398	No	No	No	No	No	No	No	No	No	No
17	2	46	3	227	No	No	No	No	No	No	No	No	No	No
18	2	46	3	227	No	No	No	No	No	No	No	No	No	No
19	2	26	3	128	No	No	No	No	No	No	No	No	No	No
20	2	14	3	71	No	No	No	No	No	No	No	No	No	No
21	2	9	3	43	No	No	No	No	No	No	No	No	No	No
22	2	3	3	14	No	No	No	No	No	No	No	No	No	No
23	2	3	3	14	No	No	No	No	No	No	No	No	No	No
24	2	3	3	14	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	216.7	44.8
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	85:28	6:43
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	1420	541
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2249	2249
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	597	859	83
2	579	833	81
3	567	816	79
4	531	765	74
5	472	679	66
6	466	670	65
7	460	661	64
8	418	601	58
9	412	593	57
10	406	584	56
11	352	507	49
12	328	472	46
13	322	464	45
14	239	344	33
15	239	344	33
16	167	241	23
17	96	137	13
18	96	137	13
19	54	77	7
20	30	43	4
21	18	26	2
22	6	9	1
23	6	9	1
24	6	9	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1456	1	83	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No
2	2	1412	1	81	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No
3	2	1383	1	79	No	No	No	No	Yes	Yes	Yes	Yes	No	No
4	2	1296	1	74	No	No	No	No	No	Yes	Yes	Yes	No	No
5	2	1151	1	66	No	No	No	No	No	Yes	Yes	Yes	No	No
6	2	1136	1	65	No	No	No	No	No	Yes	Yes	Yes	No	No
7	2	1121	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
8	2	1019	1	58	No	No	No	No	No	No	Yes	Yes	No	No
9	2	1005	1	57	No	No	No	No	No	No	Yes	Yes	No	No
10	2	990	1	56	No	No	No	No	No	No	Yes	Yes	No	No
11	2	859	1	49	No	No	No	No	No	No	No	Yes	No	No
12	2	800	1	46	No	No	No	No	No	No	No	Yes	No	No
13	2	786	1	45	No	No	No	No	No	No	No	Yes	No	No
14	2	583	1	33	No	No	No	No	No	No	No	No	No	No
15	2	583	1	33	No	No	No	No	No	No	No	No	No	No
16	2	408	1	23	No	No	No	No	No	No	No	No	No	No
17	2	233	1	13	No	No	No	No	No	No	No	No	No	No
18	2	233	1	13	No	No	No	No	No	No	No	No	No	No
19	2	131	1	7	No	No	No	No	No	No	No	No	No	No
20	2	73	1	4	No	No	No	No	No	No	No	No	No	No
21	2	44	1	2	No	No	No	No	No	No	No	No	No	No
22	2	15	1	1	No	No	No	No	No	No	No	No	No	No
23	2	15	1	1	No	No	No	No	No	No	No	No	No	No
24	2	15	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	3	7	10	13	2	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	19.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:26
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	83
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1539
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	114	50	368	708
2	111	49	357	687
3	108	48	350	673
4	101	45	328	630
5	90	40	291	559
6	89	39	287	552
7	88	39	283	545
8	80	35	258	496
9	79	35	254	489
10	78	34	250	481
11	67	30	217	418
12	63	28	202	389
13	62	27	199	382
14	46	20	147	283
15	46	20	147	283
16	32	14	103	198
17	18	8	59	113
18	18	8	59	113
19	10	5	33	64
20	6	3	18	35
21	3	2	11	21
22	1	1	4	7
23	1	1	4	7
24	1	1	4	7

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	164	3	708	No	No	No	No	No	No	No	No	Yes	Yes
2	2	160	3	687	No	No	No	No	No	No	No	No	Yes	Yes
3	2	156	3	673	No	No	No	No	No	No	No	No	Yes	Yes
4	2	146	3	630	No	No	No	No	No	No	No	No	Yes	Yes
5	2	130	3	559	No	No	No	No	No	No	No	No	Yes	No
6	2	128	3	552	No	No	No	No	No	No	No	No	Yes	No
7	2	127	3	545	No	No	No	No	No	No	No	No	Yes	No
8	2	115	3	496	No	No	No	No	No	No	No	No	Yes	No
9	2	114	3	489	No	No	No	No	No	No	No	No	Yes	No
10	2	112	3	481	No	No	No	No	No	No	No	No	Yes	No
11	2	97	3	418	No	No	No	No	No	No	No	No	No	No
12	2	91	3	389	No	No	No	No	No	No	No	No	No	No
13	2	89	3	382	No	No	No	No	No	No	No	No	No	No
14	2	66	3	283	No	No	No	No	No	No	No	No	No	No
15	2	66	3	283	No	No	No	No	No	No	No	No	No	No
16	2	46	3	198	No	No	No	No	No	No	No	No	No	No
17	2	26	3	113	No	No	No	No	No	No	No	No	No	No
18	2	26	3	113	No	No	No	No	No	No	No	No	No	No
19	2	15	3	64	No	No	No	No	No	No	No	No	No	No
20	2	9	3	35	No	No	No	No	No	No	No	No	No	No
21	2	5	3	21	No	No	No	No	No	No	No	No	No	No
22	2	2	3	7	No	No	No	No	No	No	No	No	No	No
23	2	2	3	7	No	No	No	No	No	No	No	No	No	No
24	2	2	3	7	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	10	4

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.1	104.4
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:20	20:31
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	368	708
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1240	1240
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	**Yes**	

APPENDIX F-III

TIER II: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1820	1094	131
2	1765	1061	127
3	1729	1039	124
4	1620	974	117
5	1438	864	103
6	1420	853	102
7	1401	842	101
8	1274	766	92
9	1256	755	90
10	1238	744	89
11	1074	645	77
12	1001	602	72
13	983	591	71
14	728	438	52
15	728	438	52
16	510	306	37
17	291	175	21
18	291	175	21
19	164	98	12
20	91	55	7
21	55	33	4
22	18	11	1
23	18	11	1
24	18	11	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	2914	1	131	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	2826	1	127	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	2768	1	124	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	2594	1	117	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	2302	1	103	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	2273	1	102	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	2243	1	101	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	2040	1	92	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	2011	1	90	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1982	1	89	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	1719	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
12	2	1603	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
13	2	1574	1	71	No	No	No	No	No	Yes	Yes	Yes	No	No
14	2	1166	1	52	No	No	No	No	No	No	Yes	Yes	No	No
15	2	1166	1	52	No	No	No	No	No	No	Yes	Yes	No	No
16	2	816	1	37	No	No	No	No	No	No	No	No	No	No
17	2	466	1	21	No	No	No	No	No	No	No	No	No	No
18	2	466	1	21	No	No	No	No	No	No	No	No	No	No
19	2	262	1	12	No	No	No	No	No	No	No	No	No	No
20	2	146	1	7	No	No	No	No	No	No	No	No	No	No
21	2	88	1	4	No	No	No	No	No	No	No	No	No	No
22	2	29	1	1	No	No	No	No	No	No	No	No	No	No
23	2	29	1	1	No	No	No	No	No	No	No	No	No	No
24	2	29	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	11	13	15	15	10	7

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10000
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	363:53
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	131
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	3045
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	185	125	1637	831
2	179	121	1588	806
3	176	119	1555	789
4	165	111	1457	740
5	146	99	1293	656
6	144	98	1277	648
7	142	96	1260	640
8	130	88	1146	582
9	128	86	1130	573
10	126	85	1113	565
11	109	74	966	490
12	102	69	900	457
13	100	68	884	449
14	74	50	655	332
15	74	50	655	332
16	52	35	458	233
17	30	20	262	133
18	30	20	262	133
19	17	11	147	75
20	9	6	82	42
21	6	4	49	25
22	2	1	16	8
23	2	1	16	8
24	2	1	16	8

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	310	3	1637	No	No	No	No	No	No	No	No	Yes	Yes
2	2	300	3	1588	No	No	No	No	No	No	No	No	Yes	Yes
3	2	295	3	1555	No	No	No	No	No	No	No	No	Yes	Yes
4	2	276	3	1457	No	No	No	No	No	No	No	No	Yes	Yes
5	2	245	3	1293	No	No	No	No	No	No	No	No	Yes	Yes
6	2	242	3	1277	No	No	No	No	No	No	No	No	Yes	Yes
7	2	238	3	1260	No	No	No	No	No	No	No	No	Yes	Yes
8	2	218	3	1146	No	No	No	No	No	No	No	No	Yes	Yes
9	2	214	3	1130	No	No	No	No	No	No	No	No	Yes	Yes
10	2	211	3	1113	No	No	No	No	No	No	No	No	Yes	Yes
11	2	183	3	966	No	No	No	No	No	No	No	No	Yes	Yes
12	2	171	3	900	No	No	No	No	No	No	No	No	Yes	Yes
13	2	168	3	884	No	No	No	No	No	No	No	No	Yes	Yes
14	2	124	3	655	No	No	No	No	No	No	No	No	Yes	Yes
15	2	124	3	655	No	No	No	No	No	No	No	No	Yes	Yes
16	2	87	3	458	No	No	No	No	No	No	No	No	No	No
17	2	50	3	262	No	No	No	No	No	No	No	No	No	No
18	2	50	3	262	No	No	No	No	No	No	No	No	No	No
19	2	28	3	147	No	No	No	No	No	No	No	No	No	No
20	2	15	3	82	No	No	No	No	No	No	No	No	No	No
21	2	10	3	49	No	No	No	No	No	No	No	No	No	No
22	2	3	3	16	No	No	No	No	No	No	No	No	No	No
23	2	3	3	16	No	No	No	No	No	No	No	No	No	No
24	2	3	3	16	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	15	15

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	341.2	282.5
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	155:08	65:11
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	1637	831
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2778	2778
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	842	1348	136
2	817	1308	132
3	800	1281	129
4	749	1200	121
5	665	1065	107
6	657	1051	106
7	648	1038	105
8	589	944	95
9	581	930	94
10	573	917	92
11	497	795	80
12	463	741	75
13	455	728	73
14	337	539	54
15	337	539	54
16	236	377	38
17	135	216	22
18	135	216	22
19	76	121	12
20	42	67	7
21	25	40	4
22	8	13	1
23	8	13	1
24	8	13	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	2190	1	136	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	2125	1	132	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	2081	1	129	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1949	1	121	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1730	1	107	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	1708	1	106	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	1686	1	105	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	2	1533	1	95	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1511	1	94	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1490	1	92	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	1292	1	80	No	No	No	No	Yes	Yes	Yes	Yes	No	No
12	2	1204	1	75	No	No	No	No	Yes	Yes	Yes	Yes	No	No
13	2	1183	1	73	No	No	No	No	No	Yes	Yes	Yes	No	No
14	2	876	1	54	No	No	No	No	No	No	Yes	Yes	No	No
15	2	876	1	54	No	No	No	No	No	No	Yes	Yes	No	No
16	2	613	1	38	No	No	No	No	No	No	No	No	No	No
17	2	351	1	22	No	No	No	No	No	No	No	No	No	No
18	2	351	1	22	No	No	No	No	No	No	No	No	No	No
19	2	197	1	12	No	No	No	No	No	No	No	No	No	No
20	2	109	1	7	No	No	No	No	No	No	No	No	No	No
21	2	65	1	4	No	No	No	No	No	No	No	No	No	No
22	2	21	1	1	No	No	No	No	No	No	No	No	No	No
23	2	21	1	1	No	No	No	No	No	No	No	No	No	No
24	2	21	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	10	12	13	15	15	10	6

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	64.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:26
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	136
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2326
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	114	69	547	1065
2	111	67	531	1033
3	108	66	520	1012
4	101	61	487	948
5	90	55	432	841
6	89	54	427	831
7	88	53	421	820
8	80	48	383	746
9	79	48	377	735
10	78	47	372	724
11	67	41	323	628
12	63	38	301	586
13	62	37	295	575
14	46	28	219	426
15	46	28	219	426
16	32	19	153	298
17	18	11	88	170
18	18	11	88	170
19	10	6	49	96
20	6	3	27	53
21	3	2	16	32
22	1	1	5	11
23	1	1	5	11
24	1	1	5	11

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	183	3	1065	No	No	No	No	No	No	No	No	Yes	Yes
2	2	178	3	1033	No	No	No	No	No	No	No	No	Yes	Yes
3	2	174	3	1012	No	No	No	No	No	No	No	No	Yes	Yes
4	2	162	3	948	No	No	No	No	No	No	No	No	Yes	Yes
5	2	145	3	841	No	No	No	No	No	No	No	No	Yes	Yes
6	2	143	3	831	No	No	No	No	No	No	No	No	Yes	Yes
7	2	141	3	820	No	No	No	No	No	No	No	No	Yes	Yes
8	2	128	3	746	No	No	No	No	No	No	No	No	Yes	Yes
9	2	127	3	735	No	No	No	No	No	No	No	No	Yes	Yes
10	2	125	3	724	No	No	No	No	No	No	No	No	Yes	Yes
11	2	108	3	628	No	No	No	No	No	No	No	No	Yes	Yes
12	2	101	3	586	No	No	No	No	No	No	No	No	Yes	No
13	2	99	3	575	No	No	No	No	No	No	No	No	Yes	No
14	2	74	3	426	No	No	No	No	No	No	No	No	No	No
15	2	74	3	426	No	No	No	No	No	No	No	No	No	No
16	2	51	3	298	No	No	No	No	No	No	No	No	No	No
17	2	29	3	170	No	No	No	No	No	No	No	No	No	No
18	2	29	3	170	No	No	No	No	No	No	No	No	No	No
19	2	16	3	96	No	No	No	No	No	No	No	No	No	No
20	2	9	3	53	No	No	No	No	No	No	No	No	No	No
21	2	5	3	32	No	No	No	No	No	No	No	No	No	No
22	2	2	3	11	No	No	No	No	No	No	No	No	No	No
23	2	2	3	11	No	No	No	No	No	No	No	No	No	No
24	2	2	3	11	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	13	11

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.1	406.3
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:35	120:11
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	547	1065
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1795	1795
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	**Yes**	

APPENDIX F-IV

YEAR 2045 WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1574	1201	328
2	1527	1165	318
3	1495	1141	312
4	1401	1069	292
5	1243	949	259
6	1228	937	256
7	1212	925	253
8	1102	841	230
9	1086	829	226
10	1070	817	223
11	929	709	194
12	866	661	180
13	850	649	177
14	630	480	131
15	630	480	131
16	441	336	92
17	252	192	52
18	252	192	52
19	142	108	30
20	79	60	16
21	47	36	10
22	16	12	3
23	16	12	3
24	16	12	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	2775	1	328	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	2692	1	318	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	2636	1	312	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	2470	1	292	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	2192	1	259	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	2165	1	256	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	2137	1	253	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	1943	1	230	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	2	1915	1	226	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	2	1887	1	223	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	2	1638	1	194	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	2	1527	1	180	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	2	1499	1	177	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	2	1110	1	131	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
15	2	1110	1	131	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
16	2	777	1	92	No	No	No	Yes	No	Yes	Yes	Yes	No	No
17	2	444	1	52	No	No	No	No	No	No	No	No	No	No
18	2	444	1	52	No	No	No	No	No	No	No	No	No	No
19	2	250	1	30	No	No	No	No	No	No	No	No	No	No
20	2	139	1	16	No	No	No	No	No	No	No	No	No	No
21	2	83	1	10	No	No	No	No	No	No	No	No	No	No
22	2	28	1	3	No	No	No	No	No	No	No	No	No	No
23	2	28	1	3	No	No	No	No	No	No	No	No	No	No
24	2	28	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	15	16	16	16	15	13

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	755.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	68:49
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	328
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	3103
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	185	125	1184	798
2	179	121	1148	774
3	176	119	1125	758
4	165	111	1054	710
5	146	99	935	630
6	144	98	924	622
7	142	96	912	614
8	130	88	829	559
9	128	86	817	551
10	126	85	805	543
11	109	74	699	471
12	102	69	651	439
13	100	68	639	431
14	74	50	474	319
15	74	50	474	319
16	52	35	332	223
17	30	20	189	128
18	30	20	189	128
19	17	11	107	72
20	9	6	59	40
21	6	4	36	24
22	2	1	12	8
23	2	1	12	8
24	2	1	12	8

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	310	3	1184	No	No	No	No	No	No	No	No	Yes	Yes
2	2	300	3	1148	No	No	No	No	No	No	No	No	Yes	Yes
3	2	295	3	1125	No	No	No	No	No	No	No	No	Yes	Yes
4	2	276	3	1054	No	No	No	No	No	No	No	No	Yes	Yes
5	2	245	3	935	No	No	No	No	No	No	No	No	Yes	Yes
6	2	242	3	924	No	No	No	No	No	No	No	No	Yes	Yes
7	2	238	3	912	No	No	No	No	No	No	No	No	Yes	Yes
8	2	218	3	829	No	No	No	No	No	No	No	No	Yes	Yes
9	2	214	3	817	No	No	No	No	No	No	No	No	Yes	Yes
10	2	211	3	805	No	No	No	No	No	No	No	No	Yes	Yes
11	2	183	3	699	No	No	No	No	No	No	No	No	Yes	Yes
12	2	171	3	651	No	No	No	No	No	No	No	No	Yes	Yes
13	2	168	3	639	No	No	No	No	No	No	No	No	Yes	Yes
14	2	124	3	474	No	No	No	No	No	No	No	No	Yes	No
15	2	124	3	474	No	No	No	No	No	No	No	No	Yes	No
16	2	87	3	332	No	No	No	No	No	No	No	No	No	No
17	2	50	3	189	No	No	No	No	No	No	No	No	No	No
18	2	50	3	189	No	No	No	No	No	No	No	No	No	No
19	2	28	3	107	No	No	No	No	No	No	No	No	No	No
20	2	15	3	59	No	No	No	No	No	No	No	No	No	No
21	2	10	3	36	No	No	No	No	No	No	No	No	No	No
22	2	3	3	12	No	No	No	No	No	No	No	No	No	No
23	2	3	3	12	No	No	No	No	No	No	No	No	No	No
24	2	3	3	12	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	119	223.9
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	39:08	49:38
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	1184	798
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2292	2292
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 4: Temescal Canyon Road at Lawson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	799	1164	142
2	775	1129	138
3	759	1106	135
4	711	1036	126
5	631	920	112
6	623	908	111
7	615	896	109
8	559	815	99
9	551	803	98
10	543	792	97
11	471	687	84
12	439	640	78
13	431	629	77
14	320	466	57
15	320	466	57
16	224	326	40
17	128	186	23
18	128	186	23
19	72	105	13
20	40	58	7
21	24	35	4
22	8	12	1
23	8	12	1
24	8	12	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1963	1	142	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1904	1	138	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1865	1	135	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1747	1	126	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1551	1	112	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	2	1531	1	111	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	2	1511	1	109	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	2	1374	1	99	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1354	1	98	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1335	1	97	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	1158	1	84	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
12	2	1079	1	78	No	No	No	No	Yes	Yes	Yes	Yes	No	No
13	2	1060	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
14	2	786	1	57	No	No	No	No	No	No	Yes	Yes	No	No
15	2	786	1	57	No	No	No	No	No	No	Yes	Yes	No	No
16	2	550	1	40	No	No	No	No	No	No	No	No	No	No
17	2	314	1	23	No	No	No	No	No	No	No	No	No	No
18	2	314	1	23	No	No	No	No	No	No	No	No	No	No
19	2	177	1	13	No	No	No	No	No	No	No	No	No	No
20	2	98	1	7	No	No	No	No	No	No	No	No	No	No
21	2	59	1	4	No	No	No	No	No	No	No	No	No	No
22	2	20	1	1	No	No	No	No	No	No	No	No	No	No
23	2	20	1	1	No	No	No	No	No	No	No	No	No	No
24	2	20	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	11	13	13	15	15	10	4

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	36.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:25
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	142
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2105
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Maitri Road at Temescal Canyon Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	55	66	502	651
2	53	64	487	631
3	52	63	477	618
4	49	59	447	579
5	43	52	397	514
6	43	51	392	508
7	42	51	387	501
8	39	46	351	456
9	38	46	346	449
10	37	45	341	443
11	32	39	296	384
12	30	36	276	358
13	30	36	271	352
14	22	26	201	260
15	22	26	201	260
16	15	18	141	182
17	9	11	80	104
18	9	11	80	104
19	5	6	45	59
20	3	3	25	33
21	2	2	15	20
22	1	1	5	7
23	1	1	5	7
24	1	1	5	7

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	121	3	651	No	No	No	No	No	No	No	No	Yes	Yes
2	2	117	3	631	No	No	No	No	No	No	No	No	Yes	Yes
3	2	115	3	618	No	No	No	No	No	No	No	No	Yes	Yes
4	2	108	3	579	No	No	No	No	No	No	No	No	Yes	No
5	2	95	3	514	No	No	No	No	No	No	No	No	Yes	No
6	2	94	3	508	No	No	No	No	No	No	No	No	Yes	No
7	2	93	3	501	No	No	No	No	No	No	No	No	Yes	No
8	2	85	3	456	No	No	No	No	No	No	No	No	No	No
9	2	84	3	449	No	No	No	No	No	No	No	No	No	No
10	2	82	3	443	No	No	No	No	No	No	No	No	No	No
11	2	71	3	384	No	No	No	No	No	No	No	No	No	No
12	2	66	3	358	No	No	No	No	No	No	No	No	No	No
13	2	66	3	352	No	No	No	No	No	No	No	No	No	No
14	2	48	3	260	No	No	No	No	No	No	No	No	No	No
15	2	48	3	260	No	No	No	No	No	No	No	No	No	No
16	2	33	3	182	No	No	No	No	No	No	No	No	No	No
17	2	20	3	104	No	No	No	No	No	No	No	No	No	No
18	2	20	3	104	No	No	No	No	No	No	No	No	No	No
19	2	11	3	59	No	No	No	No	No	No	No	No	No	No
20	2	6	3	33	No	No	No	No	No	No	No	No	No	No
21	2	4	3	20	No	No	No	No	No	No	No	No	No	No
22	2	2	3	7	No	No	No	No	No	No	No	No	No	No
23	2	2	3	7	No	No	No	No	No	No	No	No	No	No
24	2	2	3	7	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	7	3

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.5	57.6
Number of Lanes on Minor Street Approach	3	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:01	10:24
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	502	651
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1274	1274
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	**Yes**	

APPENDIX G

PROJECT DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX G-I

EXISTING WITH AMBIENT GROWTH (YEAR 2026) WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	82	1354	2	18	686	132	107	0	47	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	1354	2	18	686	132	107	0	47	0	0	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	356	1	5	181	35	28	0	12	0	0	1
Total Analysis Volume [veh/h]	86	1425	2	19	722	139	113	0	49	0	0	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	41	0	11	41	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	61	61	3	57	57	10	10	10	1
g / C, Green / Cycle	0.07	0.67	0.67	0.03	0.63	0.63	0.11	0.11	0.11	0.01
(v / s)_i Volume / Saturation Flow Rate	0.05	0.38	0.38	0.01	0.39	0.09	0.03	0.03	0.03	0.00
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1589
c, Capacity [veh/h]	124	1253	1253	55	1180	1003	195	195	174	19
d1, Uniform Delay [s]	40.99	7.93	7.93	42.81	9.99	6.72	36.93	36.93	36.89	44.13
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.67	1.88	1.88	3.70	2.37	0.29	0.81	0.81	0.87	5.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.57	0.57	0.35	0.61	0.14	0.29	0.29	0.28	0.21
d, Delay for Lane Group [s/veh]	47.66	9.81	9.81	46.50	12.36	7.01	37.74	37.74	37.77	49.51
Lane Group LOS	D	A	A	D	B	A	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.07	6.81	6.81	0.47	8.20	1.04	1.18	1.18	1.02	0.12
50th-Percentile Queue Length [ft/ln]	51.87	170.24	170.20	11.68	205.05	26.05	29.41	29.41	25.58	2.90
95th-Percentile Queue Length [veh/ln]	3.73	11.09	11.09	0.84	12.90	1.88	2.12	2.12	1.84	0.21
95th-Percentile Queue Length [ft/ln]	93.36	277.23	277.18	21.02	322.47	46.89	52.93	52.93	46.05	5.22

Movement, Approach, & Intersection Results

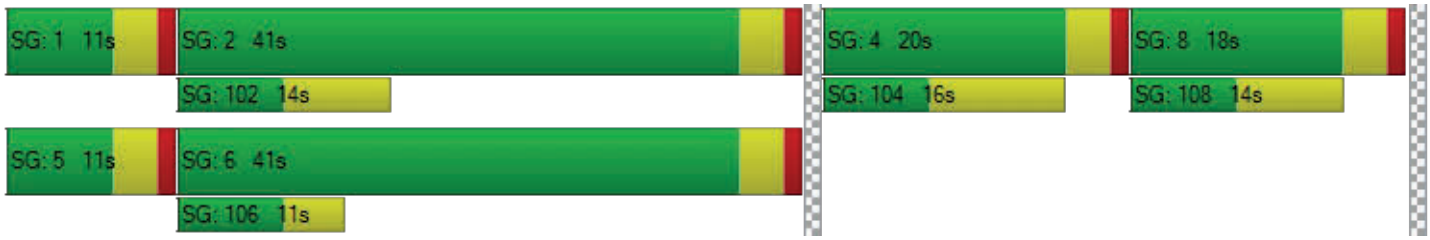
d_M, Delay for Movement [s/veh]	47.66	9.81	9.81	46.50	12.36	7.01	37.74	37.74	37.77	49.51	49.51	49.51
Movement LOS	D	A	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.96			12.25			37.75			49.51		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	13.75											
Intersection LOS	B											
Intersection V/C	0.570											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.687	2.772	2.225	1.727
Crosswalk LOS	B	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	821	311	355
d_b, Bicycle Delay [s]	15.64	15.64	32.13	30.47
l_b,int, Bicycle LOS Score for Intersection	2.808	3.012	1.827	1.566
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	31	1435	769	93	21	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1435	769	93	21	66
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	378	202	24	6	17
Total Analysis Volume [veh/h]	33	1511	809	98	22	69
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.02	0.01	0.00	0.08	0.12
d_M, Delay for Movement [s/veh]	10.05	0.00	0.00	0.00	19.91	12.43
Movement LOS	B	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.27	0.42
95th-Percentile Queue Length [ft/ln]	3.47	0.00	0.00	0.00	6.77	10.61
d_A, Approach Delay [s/veh]	0.21		0.00		14.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	123	0	0	31	117	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	0	0	31	117	96
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	0	0	8	31	25
Total Analysis Volume [veh/h]	129	0	0	33	123	101
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.31	9.99	7.68	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.57	0.57	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.18	14.18	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.31		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.44					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	10	0	0	22	82	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	0	22	82	35
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	6	22	9
Total Analysis Volume [veh/h]	11	0	0	23	86	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.20	8.84	7.46	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.96	0.96	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.20		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	22	0	0	0	0	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	0	0	0	82
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	0	0	22
Total Analysis Volume [veh/h]	23	0	0	0	0	86
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.97	8.60	7.38	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.90	1.90	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.97		3.69		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.89					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	54	504	1	29	792	62	160	0	38	4	0	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	504	1	29	792	62	160	0	38	4	0	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	133	0	8	208	16	42	0	10	1	0	7
Total Analysis Volume [veh/h]	57	531	1	31	834	65	168	0	40	4	0	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	26	0	56	71	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	83	83	5	81	81	10	10	10	7
g / C, Green / Cycle	0.05	0.69	0.69	0.04	0.68	0.68	0.08	0.08	0.08	0.06
(v / s)_i Volume / Saturation Flow Rate	0.03	0.14	0.14	0.02	0.45	0.04	0.05	0.05	0.03	0.02
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1611
c, Capacity [veh/h]	90	1289	1288	69	1266	1077	149	149	133	89
d1, Uniform Delay [s]	55.92	6.76	6.76	56.49	11.29	6.52	52.92	52.92	51.72	54.64
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.21	0.36	0.36	4.61	2.69	0.11	3.33	3.33	1.26	2.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.21	0.21	0.45	0.66	0.06	0.56	0.56	0.30	0.36
d, Delay for Lane Group [s/veh]	63.13	7.12	7.12	61.09	13.98	6.63	56.25	56.25	52.98	57.04
Lane Group LOS	E	A	A	E	B	A	E	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.88	2.44	2.44	1.01	12.76	0.56	2.58	2.58	1.18	0.99
50th-Percentile Queue Length [ft/ln]	46.88	60.99	60.96	25.21	318.94	14.10	64.44	64.44	29.55	24.85
95th-Percentile Queue Length [veh/ln]	3.38	4.39	4.39	1.82	18.62	1.01	4.64	4.64	2.13	1.79
95th-Percentile Queue Length [ft/ln]	84.38	109.78	109.73	45.39	465.39	25.37	116.00	116.00	53.19	44.74

Movement, Approach, & Intersection Results

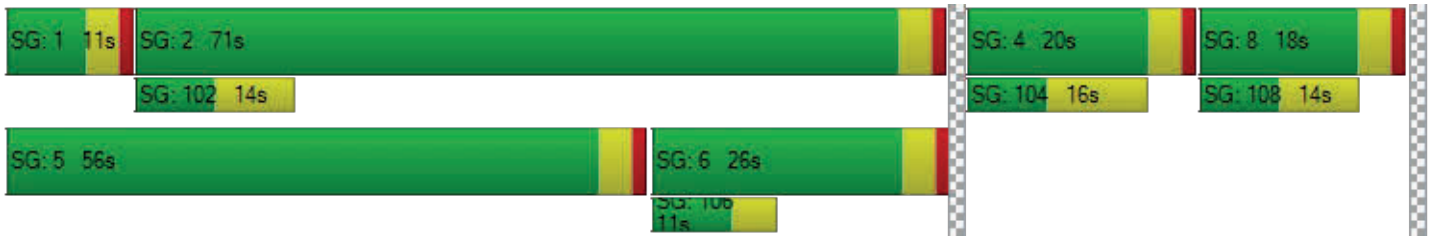
d_M, Delay for Movement [s/veh]	63.13	7.12	7.12	61.09	13.98	6.63	56.25	56.25	52.98	57.04	57.04	57.04
Movement LOS	E	A	A	E	B	A	E	E	D	E	E	E
d_A, Approach Delay [s/veh]	12.54			15.04			55.62			57.04		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	19.76											
Intersection LOS	B											
Intersection V/C	0.629											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.502	2.637	2.225	1.760
Crosswalk LOS	B	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	1116	233	267
d_b, Bicycle Delay [s]	40.03	11.71	46.83	45.08
l_b,int, Bicycle LOS Score for Intersection	2.046	3.094	1.903	1.612
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	21	671	838	64	14	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	671	838	64	14	43
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	177	221	17	4	11
Total Analysis Volume [veh/h]	22	706	882	67	15	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.05	0.08
d_M, Delay for Movement [s/veh]	10.16	0.00	0.00	0.00	17.17	12.33
Movement LOS	B	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.09	0.00	0.00	0.00	0.15	0.27
95th-Percentile Queue Length [ft/ln]	2.36	0.00	0.00	0.00	3.79	6.84
d_A, Approach Delay [s/veh]	0.31		0.00		13.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	82	0	0	116	51	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	0	0	116	51	65
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	0	31	13	17
Total Analysis Volume [veh/h]	86	0	0	122	54	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.86	9.22	7.46	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.68	8.68	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.86		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.57					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	35	0	0	81	36	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	0	0	81	36	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	21	9	4
Total Analysis Volume [veh/h]	37	0	0	85	38	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.29	8.70	7.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.30	3.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.29		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.95					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	81	0	0	0	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	0	0	0	0	36
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	0	0	0	0	9
Total Analysis Volume [veh/h]	85	0	0	0	0	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.15	8.77	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.33	7.33	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.15		3.64		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.32					
Intersection LOS	A					

APPENDIX G-II

TIER I: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT AND FGPA RESIDENTIAL PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	63	1408	2	18	705	150	181	0	39	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1408	2	18	705	150	181	0	39	0	0	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	371	1	5	186	39	48	0	10	0	0	1
Total Analysis Volume [veh/h]	66	1482	2	19	742	158	191	0	41	0	0	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	46	0	11	46	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	65	65	3	62	62	10	10	10	1
g / C, Green / Cycle	0.06	0.69	0.69	0.03	0.65	0.65	0.11	0.11	0.11	0.01
(v / s)_i Volume / Saturation Flow Rate	0.04	0.40	0.40	0.01	0.40	0.10	0.05	0.05	0.03	0.00
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1589
c, Capacity [veh/h]	110	1280	1279	54	1221	1038	188	188	167	19
d1, Uniform Delay [s]	43.48	7.86	7.86	45.22	9.51	6.37	40.25	40.25	39.10	46.58
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.11	1.92	1.92	3.84	2.26	0.31	2.13	2.13	0.75	5.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.58	0.58	0.35	0.61	0.15	0.51	0.51	0.25	0.21
d, Delay for Lane Group [s/veh]	48.60	9.78	9.78	49.05	11.76	6.68	42.38	42.38	39.85	52.08
Lane Group LOS	D	A	A	D	B	A	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.66	7.35	7.35	0.49	8.46	1.19	2.20	2.20	0.91	0.12
50th-Percentile Queue Length [ft/ln]	41.45	183.76	183.74	12.36	211.46	29.67	55.12	55.12	22.71	3.05
95th-Percentile Queue Length [veh/ln]	2.98	11.80	11.80	0.89	13.23	2.14	3.97	3.97	1.63	0.22
95th-Percentile Queue Length [ft/ln]	74.61	294.92	294.89	22.25	330.70	53.41	99.22	99.22	40.87	5.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.60	9.78	9.78	49.05	11.76	6.68	42.38	42.38	39.85	52.08	52.08	52.08
Movement LOS	D	A	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.44			11.66			41.93			52.08		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	14.19											
Intersection LOS	B											
Intersection V/C	0.589											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.702	2.808	2.245	1.729
Crosswalk LOS	B	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	883	883	294	337
d_b, Bicycle Delay [s]	14.82	14.82	34.57	32.89
l_b,int, Bicycle LOS Score for Intersection	2.838	3.076	1.942	1.566
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	29	1565	815	91	20	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1565	815	91	20	57
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	412	214	24	5	15
Total Analysis Volume [veh/h]	31	1647	858	96	21	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.02	0.01	0.00	0.09	0.11
d_M, Delay for Movement [s/veh]	10.25	0.00	0.00	0.00	21.14	12.59
Movement LOS	B	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.28	0.38
95th-Percentile Queue Length [ft/ln]	3.39	0.00	0.00	0.00	6.99	9.43
d_A, Approach Delay [s/veh]	0.19		0.00		14.81	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 10: Lawson Road at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Lawson Road		Lawson Road		Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lawson Road		Lawson Road		Street A	
Base Volume Input [veh/h]	126	0	22	69	4	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	0	22	69	4	26
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	0	6	18	1	7
Total Analysis Volume [veh/h]	133	0	23	73	4	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	10.00	9.05
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.02	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.97	0.97	0.42	2.28
d_A, Approach Delay [s/veh]	0.00		1.80		9.17	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.76					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	112	15	16	108	136	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	15	16	108	136	77
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	4	4	28	36	20
Total Analysis Volume [veh/h]	118	16	17	114	143	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.81	10.20	7.71	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.64	0.64	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.89	15.89	0.96	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.74		1.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	9	0	1	116	117	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	1	116	117	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	31	31	9
Total Analysis Volume [veh/h]	9	0	1	122	123	36
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.59	9.02	7.54	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.86	0.86	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.59		0.06		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	21	0	1	96	36	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	1	96	36	81
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	25	9	21
Total Analysis Volume [veh/h]	22	0	1	101	38	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.38	8.79	7.46	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.01	2.01	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.38		0.07		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.87					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Street B at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Street B		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B		Street A		Street A	
Base Volume Input [veh/h]	23	0	0	75	30	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	0	75	30	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	20	8	2
Total Analysis Volume [veh/h]	24	0	0	79	32	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.17	8.46	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.08	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.17		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.56					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	43	523	1	30	817	127	198	0	30	4	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	523	1	30	817	127	198	0	30	4	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	138	0	8	215	33	52	0	8	1	0	7
Total Analysis Volume [veh/h]	45	551	1	32	860	134	208	0	32	4	0	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	24	0	53	66	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	78	78	5	77	77	10	10	10	7
g / C, Green / Cycle	0.05	0.68	0.68	0.04	0.67	0.67	0.09	0.09	0.09	0.06
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.15	0.02	0.46	0.08	0.06	0.06	0.02	0.02
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1610
c, Capacity [veh/h]	84	1265	1264	71	1251	1063	155	155	139	93
d1, Uniform Delay [s]	53.58	7.07	7.07	54.01	11.68	6.89	50.92	50.92	48.93	52.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.16	0.40	0.40	4.40	3.10	0.24	4.92	4.92	0.84	2.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.22	0.22	0.45	0.69	0.13	0.67	0.67	0.23	0.36
d, Delay for Lane Group [s/veh]	58.74	7.47	7.47	58.41	14.78	7.13	55.83	55.83	49.77	54.48
Lane Group LOS	E	A	A	E	B	A	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.39	2.55	2.54	0.99	13.28	1.19	3.12	3.12	0.89	0.98
50th-Percentile Queue Length [ft/ln]	34.85	63.64	63.60	24.83	332.05	29.84	77.89	77.89	22.27	24.43
95th-Percentile Queue Length [veh/ln]	2.51	4.58	4.58	1.79	19.26	2.15	5.61	5.61	1.60	1.76
95th-Percentile Queue Length [ft/ln]	62.72	114.55	114.49	44.69	481.48	53.72	140.21	140.21	40.09	43.97

Movement, Approach, & Intersection Results

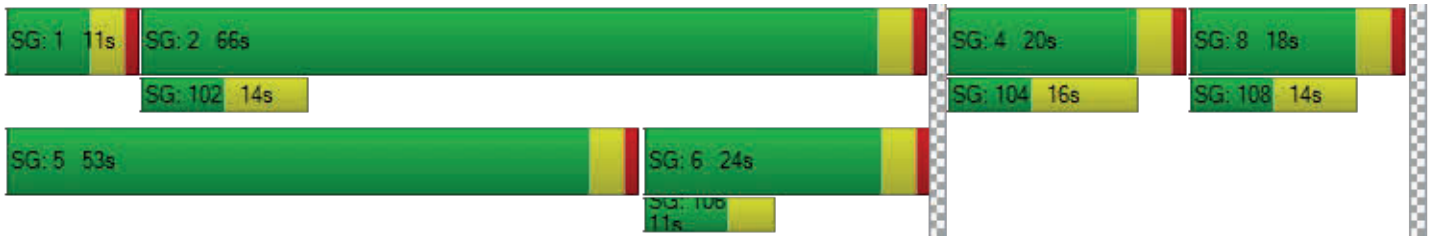
d_M, Delay for Movement [s/veh]	58.74	7.47	7.47	58.41	14.78	7.13	55.83	55.83	49.77	54.48	54.48	54.48
Movement LOS	E	A	A	E	B	A	E	E	D	D	D	D
d_A, Approach Delay [s/veh]	11.34			15.14			55.02			54.48		
Approach LOS	B			B			E			D		
d_I, Intersection Delay [s/veh]	19.68											
Intersection LOS	B											
Intersection V/C	0.655											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	2.507	2.665	2.245	1.759
Crosswalk LOS	B	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	348	1078	243	278
d_b, Bicycle Delay [s]	39.26	12.23	44.37	42.63
l_b,int, Bicycle LOS Score for Intersection	2.052	3.253	1.956	1.614
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	20	731	936	63	14	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	731	936	63	14	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	192	246	17	4	10
Total Analysis Volume [veh/h]	21	769	985	66	15	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.05	0.08
d_M, Delay for Movement [s/veh]	10.65	0.00	0.00	0.00	18.80	12.86
Movement LOS	B	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.17	0.25
95th-Percentile Queue Length [ft/ln]	2.47	0.00	0.00	0.00	4.29	6.36
d_A, Approach Delay [s/veh]	0.28		0.00		14.51	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 10: Lawson Road at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Lawson Road		Lawson Road		Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lawson Road		Lawson Road		Street A	
Base Volume Input [veh/h]	108	2	21	81	2	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	2	21	81	2	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	1	6	21	1	5
Total Analysis Volume [veh/h]	114	2	22	85	2	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.47	0.00	9.93	8.92
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.01	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.93	0.93	0.21	1.55
d_A, Approach Delay [s/veh]	0.00		1.54		9.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.45					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.105

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	74	10	11	155	119	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	10	11	155	119	53
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	3	3	41	31	14
Total Analysis Volume [veh/h]	78	11	12	163	125	56
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.45	9.66	7.60	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.88	9.88	0.65	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.35		0.52		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	34	1	1	132	114	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	1	1	132	114	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	35	30	4
Total Analysis Volume [veh/h]	36	1	1	139	120	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.77	9.12	7.49	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.66	3.66	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.75		0.05		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.098

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	80	1	1	53	80	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	1	1	53	80	35
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	0	0	14	21	9
Total Analysis Volume [veh/h]	84	1	1	56	84	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.67	9.24	7.46	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.23	8.23	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.66		0.13		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Street B at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Street B		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B		Street A		Street A	
Base Volume Input [veh/h]	12	0	0	41	60	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	41	60	21
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	11	16	6
Total Analysis Volume [veh/h]	13	0	0	43	63	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.08	8.59	7.38	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.11	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.08		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.84					
Intersection LOS	A					

APPENDIX G-III

TIER II: EXISTING WITH AMBIENT GROWTH (YEAR 2028) WITH COMMERCIAL PROJECT WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.886

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	205	1555	2	73	977	242	239	0	106	0	0	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	1555	2	73	977	242	239	0	106	0	0	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	409	1	19	257	64	63	0	28	0	0	11
Total Analysis Volume [veh/h]	216	1637	2	77	1028	255	252	0	112	0	0	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	71	0	11	62	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	79	79	7	69	69	11	11	11	8
g / C, Green / Cycle	0.13	0.66	0.66	0.06	0.58	0.58	0.09	0.09	0.09	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.44	0.44	0.04	0.55	0.16	0.07	0.07	0.07	0.03
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1589
c, Capacity [veh/h]	238	1226	1226	99	1080	918	164	164	146	101
d1, Uniform Delay [s]	51.27	12.67	12.68	55.97	23.81	12.77	53.26	53.26	53.25	54.07
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.31	2.90	2.91	12.31	18.02	0.75	7.39	7.39	8.09	2.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.67	0.67	0.78	0.95	0.28	0.77	0.77	0.77	0.42
d, Delay for Lane Group [s/veh]	63.58	15.58	15.58	68.28	41.83	13.52	60.65	60.65	61.34	56.78
Lane Group LOS	E	B	B	E	D	B	E	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.21	13.49	13.50	2.64	30.94	3.59	4.05	4.05	3.63	1.30
50th-Percentile Queue Length [ft/ln]	180.17	337.31	337.40	66.03	773.46	89.71	101.26	101.26	90.73	32.48
95th-Percentile Queue Length [veh/ln]	11.61	19.52	19.52	4.75	40.06	6.46	7.29	7.29	6.53	2.34
95th-Percentile Queue Length [ft/ln]	290.24	487.91	488.02	118.86	1001.51	161.48	182.27	182.27	163.31	58.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.58	15.58	15.58	68.28	41.83	13.52	60.65	60.65	61.34	56.78	56.78	56.78
Movement LOS	E	B	B	E	D	B	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	21.17			38.02			60.86			56.78		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	31.90											
Intersection LOS	C											
Intersection V/C	0.886											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.875	2.955	2.348	1.788
Crosswalk LOS	C	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1116	966	233	267
d_b, Bicycle Delay [s]	11.71	16.03	46.83	45.08
l_b,int, Bicycle LOS Score for Intersection	3.090	3.804	2.160	1.629
Bicycle LOS	C	D	B	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	29	1802	1238	91	20	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1802	1238	91	20	57
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	474	326	24	5	15
Total Analysis Volume [veh/h]	31	1897	1303	96	21	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.01	0.00	0.13	0.16
d_M, Delay for Movement [s/veh]	12.94	0.00	0.00	0.00	30.99	16.17
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.00	0.44	0.55
95th-Percentile Queue Length [ft/ln]	5.11	0.00	0.00	0.00	11.10	13.78
d_A, Approach Delay [s/veh]	0.21		0.00		20.01	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 10: Lawson Road at Street A

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Lawson Road		Lawson Road		Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lawson Road		Lawson Road		Street A	
Base Volume Input [veh/h]	157	0	97	128	4	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	0	97	128	4	60
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	0	26	34	1	16
Total Analysis Volume [veh/h]	165	0	102	135	4	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	12.46	9.41
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	0.02	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.50	4.50	0.62	5.77
d_A, Approach Delay [s/veh]	0.00		3.30		9.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.209

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	112	15	16	232	369	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	15	16	232	369	77
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	4	4	61	97	20
Total Analysis Volume [veh/h]	118	16	17	244	388	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.27	12.66	8.35	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.90	0.90	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	22.55	22.55	1.18	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.20		0.54		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	9	0	1	240	350	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	1	240	350	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	63	92	9
Total Analysis Volume [veh/h]	9	0	1	253	368	36
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.11	10.53	8.12	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.15	1.15	0.07	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.11		0.03		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	21	0	1	220	269	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	1	220	269	81
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	58	71	21
Total Analysis Volume [veh/h]	22	0	1	232	283	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.86	10.23	8.03	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.68	2.68	0.06	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.86		0.03		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Street B at Street A

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	Street B		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B		Street A		Street A	
Base Volume Input [veh/h]	129	27	57	93	37	232
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	27	57	93	37	232
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	7	15	24	10	61
Total Analysis Volume [veh/h]	136	28	60	98	39	244
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.03	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.00	8.58	7.95	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.67	0.08	0.15	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.86	2.09	3.69	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.59		3.02		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	48.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.995

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	70	693	1	105	1192	163	227	0	59	4	0	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	693	1	105	1192	163	227	0	59	4	0	112
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	182	0	28	314	43	60	0	16	1	0	29
Total Analysis Volume [veh/h]	74	729	1	111	1255	172	239	0	62	4	0	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	35	15	0	62	42	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	69	69	9	72	72	10	10	10	11
g / C, Green / Cycle	0.06	0.60	0.60	0.08	0.63	0.63	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.20	0.06	0.67	0.11	0.07	0.07	0.04	0.08
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1595
c, Capacity [veh/h]	100	1125	1125	141	1169	993	156	156	140	147
d1, Uniform Delay [s]	53.50	11.34	11.34	52.04	21.58	9.08	51.33	51.33	49.83	51.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.32	0.77	0.77	9.34	48.62	0.38	7.53	7.53	2.21	11.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.32	0.32	0.79	1.07	0.17	0.76	0.76	0.44	0.83
d, Delay for Lane Group [s/veh]	63.82	12.11	12.11	61.38	70.20	9.46	58.86	58.86	52.04	62.47
Lane Group LOS	E	B	B	E	F	A	E	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.39	4.69	4.69	3.51	44.06	1.86	3.69	3.69	1.78	3.91
50th-Percentile Queue Length [ft/ln]	59.83	117.35	117.29	87.72	1101.38	46.38	92.31	92.31	44.51	97.69
95th-Percentile Queue Length [veh/ln]	4.31	8.25	8.24	6.32	58.45	3.34	6.65	6.65	3.21	7.03
95th-Percentile Queue Length [ft/ln]	107.70	206.17	206.10	157.90	1461.21	83.49	166.16	166.16	80.13	175.85

Movement, Approach, & Intersection Results

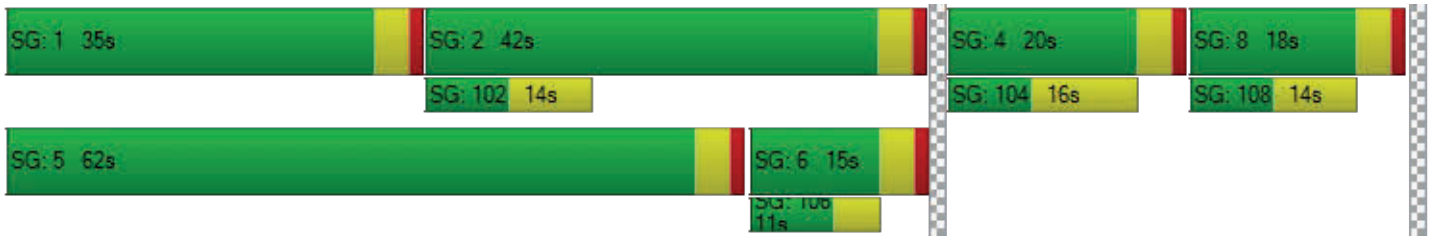
d_M, Delay for Movement [s/veh]	63.82	12.11	12.11	61.38	70.20	9.46	58.86	58.86	52.04	62.47	62.47	62.47
Movement LOS	E	B	B	E	F	A	E	E	D	E	E	E
d_A, Approach Delay [s/veh]	16.87			62.77			57.45			62.47		
Approach LOS	B			E			E			E		
d_I, Intersection Delay [s/veh]	48.83											
Intersection LOS	D											
Intersection V/C	0.995											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	2.661	2.823	2.276	1.841
Crosswalk LOS	B	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	191	661	243	278
d_b, Bicycle Delay [s]	47.05	25.80	44.37	42.63
l_b,int, Bicycle LOS Score for Intersection	2.223	4.097	2.056	1.761
Bicycle LOS	B	D	B	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	20	1014	1422	63	14	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1014	1422	63	14	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	267	374	17	4	10
Total Analysis Volume [veh/h]	21	1067	1497	66	15	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.00	0.10	0.12
d_M, Delay for Movement [s/veh]	14.05	0.00	0.00	0.00	31.62	17.06
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.33	0.39
95th-Percentile Queue Length [ft/ln]	3.95	0.00	0.00	0.00	8.17	9.70
d_A, Approach Delay [s/veh]	0.27		0.00		21.11	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 10: Lawson Road at Street A

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Lawson Road		Lawson Road		Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lawson Road		Lawson Road		Street A	
Base Volume Input [veh/h]	181	2	44	134	2	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	2	44	134	2	50
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	1	12	35	1	13
Total Analysis Volume [veh/h]	191	2	46	141	2	53
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	11.40	9.52
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.08	0.01	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.97	1.97	0.27	4.98
d_A, Approach Delay [s/veh]	0.00		1.88		9.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	74	10	11	213	182	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	10	11	213	182	53
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	3	3	56	48	14
Total Analysis Volume [veh/h]	78	11	12	224	192	56
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.06	10.15	7.76	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.96	10.96	0.69	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.95		0.39		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	34	1	1	190	177	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	1	1	190	177	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	50	47	4
Total Analysis Volume [veh/h]	36	1	1	200	186	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.26	9.51	7.63	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.03	4.03	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.24		0.04		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.88					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.108

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	80	1	1	111	143	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	1	1	111	143	35
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	0	0	29	38	9
Total Analysis Volume [veh/h]	84	1	1	117	151	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.19	9.68	7.60	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.37	0.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.14	9.14	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.18		0.06		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Street B at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.072

Intersection Setup

Name	Street B		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B		Street A		Street A	
Base Volume Input [veh/h]	58	12	11	53	80	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	12	11	53	80	64
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	3	3	14	21	17
Total Analysis Volume [veh/h]	61	13	12	56	84	67
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.55	8.74	7.54	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.04	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.77	1.01	0.63	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.41		1.33		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.68					
Intersection LOS	A					

APPENDIX G-IV

YEAR 2045 WITH COMMERCIAL PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.907

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	205	1679	2	73	1082	242	239	0	106	0	0	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	1679	2	73	1082	242	239	0	106	0	0	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	420	1	18	271	61	60	0	27	0	0	10
Total Analysis Volume [veh/h]	205	1679	2	73	1082	242	239	0	106	0	0	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	71	0	11	63	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	80	80	6	71	71	11	11	11	7
g / C, Green / Cycle	0.13	0.66	0.66	0.05	0.59	0.59	0.09	0.09	0.09	0.06
(v / s)_i Volume / Saturation Flow Rate	0.12	0.45	0.45	0.04	0.58	0.15	0.07	0.07	0.07	0.03
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1589
c, Capacity [veh/h]	223	1239	1238	96	1105	939	157	157	140	99
d1, Uniform Delay [s]	51.89	12.43	12.43	56.02	23.84	11.85	53.50	53.50	53.48	54.16
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.08	3.01	3.01	11.52	22.51	0.66	7.37	7.37	8.02	2.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.68	0.68	0.76	0.98	0.26	0.76	0.76	0.76	0.40
d, Delay for Lane Group [s/veh]	65.97	15.44	15.45	67.54	46.34	12.51	60.87	60.87	61.49	56.81
Lane Group LOS	E	B	B	E	D	B	E	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.96	13.77	13.78	2.49	34.46	3.24	3.85	3.85	3.44	1.24
50th-Percentile Queue Length [ft/ln]	174.06	344.36	344.47	62.25	861.62	80.92	96.17	96.17	85.95	30.95
95th-Percentile Queue Length [veh/ln]	11.29	19.86	19.87	4.48	44.09	5.83	6.92	6.92	6.19	2.23
95th-Percentile Queue Length [ft/ln]	282.24	496.53	496.66	112.05	1102.32	145.65	173.11	173.11	154.70	55.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.97	15.44	15.45	67.54	46.34	12.51	60.87	60.87	61.49	56.81	56.81	56.81
Movement LOS	E	B	B	E	D	B	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	20.93			41.59			61.06			56.81		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	32.97											
Intersection LOS	C											
Intersection V/C	0.907											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersectio	2.894	2.968	2.338	1.785
Crosswalk LOS	C	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1116	983	233	267
d_b, Bicycle Delay [s]	11.71	15.52	46.83	45.08
l_b,int, Bicycle LOS Score for Intersection	3.116	3.865	2.129	1.626
Bicycle LOS	C	D	B	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	28.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	29	1795	1227	91	20	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1795	1227	91	20	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	449	307	23	5	14
Total Analysis Volume [veh/h]	29	1795	1227	91	20	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.01	0.00	0.11	0.14
d_M, Delay for Movement [s/veh]	12.33	0.00	0.00	0.00	28.13	15.30
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.18	0.00	0.00	0.00	0.38	0.48
95th-Percentile Queue Length [ft/ln]	4.41	0.00	0.00	0.00	9.46	12.11
d_A, Approach Delay [s/veh]	0.20		0.00		18.63	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 10: Lawson Road at Street A

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Lawson Road		Lawson Road		Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lawson Road		Lawson Road		Street A	
Base Volume Input [veh/h]	198	0	97	330	4	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	0	97	330	4	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	0	24	83	1	15
Total Analysis Volume [veh/h]	198	0	97	330	4	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.73	0.00	15.12	9.60
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.17	0.17	0.03	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.27	4.27	0.84	5.73
d_A, Approach Delay [s/veh]	0.00		1.76		9.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.01					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.193

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	112	15	16	232	369	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	15	16	232	369	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	4	4	58	92	19
Total Analysis Volume [veh/h]	112	15	16	232	369	77
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.88	12.28	8.28	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.82	0.82	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.40	20.40	1.09	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.81		0.53		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	9	0	1	240	350	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	1	240	350	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	60	88	9
Total Analysis Volume [veh/h]	9	0	1	240	350	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.97	10.40	8.07	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.12	1.12	0.06	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.97		0.03		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	21	0	1	220	269	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	1	220	269	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	55	67	20
Total Analysis Volume [veh/h]	21	0	1	220	269	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.72	10.11	7.98	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.50	2.50	0.06	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.72		0.04		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Street B at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Street B		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B		Street A		Street A	
Base Volume Input [veh/h]	129	27	57	93	37	232
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	27	57	93	37	232
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	7	14	23	9	58
Total Analysis Volume [veh/h]	129	27	57	93	37	232
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.03	0.04	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.83	8.57	7.91	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.62	0.08	0.14	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.55	2.01	3.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.44		3.01		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Project Driveway 5 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Project Driveway 5		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Street A		Street A	
Base Volume Input [veh/h]	56	14	3	94	50	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	14	3	94	50	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	4	1	24	13	4
Total Analysis Volume [veh/h]	56	14	3	94	50	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.55	8.92	7.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.44	6.44	0.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.42		0.23		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.95					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Temescal Canyon Road at Street A

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Temescal Canyon Road			Temescal Canyon Road			Street A			Tom's Farm		
Base Volume Input [veh/h]	70	658	1	105	1010	163	227	0	59	4	0	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	658	1	105	1010	163	227	0	59	4	0	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	165	0	26	253	41	57	0	15	1	0	28
Total Analysis Volume [veh/h]	70	658	1	105	1010	163	227	0	59	4	0	112
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	44	15	0	67	38	0	0	18	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	4	0	0	7	0	0	7	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	75	75	9	77	77	10	10	10	11
g / C, Green / Cycle	0.05	0.62	0.62	0.07	0.64	0.64	0.08	0.08	0.08	0.09
(v / s)_i Volume / Saturation Flow Rate	0.04	0.18	0.18	0.06	0.54	0.10	0.06	0.06	0.04	0.07
s, saturation flow rate [veh/h]	1781	1870	1869	1781	1870	1589	1781	1781	1589	1595
c, Capacity [veh/h]	95	1160	1160	133	1200	1020	149	149	133	140
d1, Uniform Delay [s]	55.98	10.50	10.50	54.60	16.74	8.58	53.84	53.84	52.36	53.87
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.42	0.61	0.61	9.80	7.23	0.34	7.80	7.80	2.32	11.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.28	0.28	0.79	0.84	0.16	0.76	0.76	0.44	0.83
d, Delay for Lane Group [s/veh]	66.41	11.11	11.11	64.40	23.97	8.91	61.65	61.65	54.67	65.50
Lane Group LOS	E	B	B	E	C	A	E	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.37	4.10	4.10	3.48	22.24	1.74	3.68	3.68	1.78	3.90
50th-Percentile Queue Length [ft/ln]	59.15	102.46	102.41	87.10	556.09	43.38	91.94	91.94	44.53	97.44
95th-Percentile Queue Length [veh/ln]	4.26	7.38	7.37	6.27	29.98	3.12	6.62	6.62	3.21	7.02
95th-Percentile Queue Length [ft/ln]	106.47	184.42	184.34	156.78	749.46	78.09	165.50	165.50	80.16	175.39

Movement, Approach, & Intersection Results

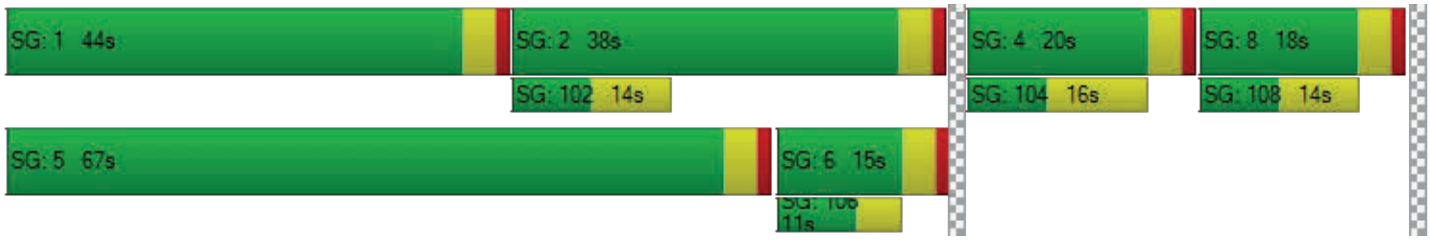
d_M, Delay for Movement [s/veh]	66.41	11.11	11.11	64.40	23.97	8.91	61.65	61.65	54.67	65.50	65.50	65.50
Movement LOS	E	B	B	E	C	A	E	E	D	E	E	E
d_A, Approach Delay [s/veh]	16.42			25.37			60.21			65.50		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	28.73											
Intersection LOS	C											
Intersection V/C	0.826											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersectio	2.584	2.757	2.271	1.837
Crosswalk LOS	B	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	183	567	233	267
d_b, Bicycle Delay [s]	49.52	30.83	46.83	45.08
l_b,int, Bicycle LOS Score for Intersection	2.161	3.668	2.032	1.751
Bicycle LOS	B	D	B	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Temescal Canyon Road at Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Temescal Canyon Road		Temescal Canyon Road		Project Driveway 1	
Base Volume Input [veh/h]	20	909	1138	63	14	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	909	1138	63	14	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	227	285	16	4	9
Total Analysis Volume [veh/h]	20	909	1138	63	14	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.06	0.08
d_M, Delay for Movement [s/veh]	11.46	0.00	0.00	0.00	21.68	13.85
Movement LOS	B	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.00	0.19	0.27
95th-Percentile Queue Length [ft/ln]	2.69	0.00	0.00	0.00	4.83	6.79
d_A, Approach Delay [s/veh]	0.25		0.00		16.00	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 10: Lawson Road at Street A

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Lawson Road		Lawson Road		Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lawson Road		Lawson Road		Street A	
Base Volume Input [veh/h]	230	2	44	143	2	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	230	2	44	143	2	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	1	11	36	1	13
Total Analysis Volume [veh/h]	230	2	44	143	2	50
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.75	0.00	11.72	9.75
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.08	0.01	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.88	1.88	0.28	4.94
d_A, Approach Delay [s/veh]	0.00		1.82		9.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.81					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project Driveway 2 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.107

Intersection Setup

Name	Project Driveway 2		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Street A		Street A	
Base Volume Input [veh/h]	74	10	11	213	182	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	10	11	213	182	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	3	3	53	46	13
Total Analysis Volume [veh/h]	74	10	11	213	182	53
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.89	10.01	7.72	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.07	10.07	0.62	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.78		0.38		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.82					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Project Driveway 3 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Project Driveway 3		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Street A		Street A	
Base Volume Input [veh/h]	34	1	1	190	177	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	1	1	190	177	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	48	44	4
Total Analysis Volume [veh/h]	34	1	1	190	177	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.17	9.44	7.61	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.75	3.75	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.15		0.04		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.87					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Driveway 4 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.102

Intersection Setup

Name	Project Driveway 4		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Street A		Street A	
Base Volume Input [veh/h]	80	1	1	111	143	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	1	1	111	143	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	0	28	36	9
Total Analysis Volume [veh/h]	80	1	1	111	143	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.10	9.59	7.58	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.34	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.56	8.56	0.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.09		0.07		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Street B at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	Street B		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B		Street A		Street A	
Base Volume Input [veh/h]	58	12	11	53	80	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	12	11	53	80	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	3	3	13	20	16
Total Analysis Volume [veh/h]	58	12	11	53	80	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.50	8.72	7.52	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.04	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.42	0.93	0.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.36		1.29		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.66					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Project Driveway 5 at Street A

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Project Driveway 5		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Street A		Street A	
Base Volume Input [veh/h]	29	7	10	35	45	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	7	10	35	45	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	3	9	11	12
Total Analysis Volume [veh/h]	29	7	10	35	45	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.26	8.79	7.41	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.12	3.12	0.50	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.17		1.65		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.34					
Intersection LOS	A					