APPENDIX I
TRAFFIC ANALYSIS

Overland Traffic Consultants, Inc.

TRAFFIC ANALYSIS FOR A PROPOSED SINGLE FAMILY RESIDENTIAL SUBDIVISION

Located West of San Dimas Avenue South of
Valley Center Avenue
in the County of Los Angeles

Prepared for:
RAD Development, LLC

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January 2006

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CHAPTER 1 INTRODUCTION

As part of the process for the approval of the proposed mixed-use development, the potential traffic impact of the proposed development has been evaluated using the Intersection Capacity Utilization (ICU) method. The ICU analysis method quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity. The amount of new traffic added to an intersection by the proposed project determines the significance of the project traffic impact. Four key intersections have been selected by for this traffic impact analysis.

- San Dimas Avenue and Arrow Highway
- San Dimas Avenue and Via Verde
- Via Verde and the 210 Freeway Southbound on-off Ramps
- Via Verde and the 210 Freeway Northbound on-off Ramps

These study locations are expected to carry the most project traffic volume and have the highest potential for traffic impacts. The analysis of traffic flow has been conducted for present conditions and for future conditions with added traffic growth. The future analysis documents traffic conditions with the proposed project and other potential land development projects in the study area. The following steps have been taken to develop the future traffic volume estimate:

(a) Existing (2006) traffic plus ambient growth to 2008 study year (added 2 % total);
(b) Traffic in (a) plus other development "related" projects (without project scenario);
(c) Traffic in (b) with the proposed project traffic (with project scenario);
(d) Traffic in (c) plus the proposed traffic mitigation, if necessary.

CHAPTER 2 PROJECT DESCRIPTION

The proposed project is the development of 70 single family homes on an irregularly shaped vacant parcel of approximately 60.4 acres. The irregularly shaped parcel is located between the Taiwan Buddhist Tzu Chi Foundation Campus (formerly the Pacific Coast Baptist Bible College) on the north and the existing residential neighborhood off Avenida Loma Vista to the south as shown in Figure 1.

Access to the site is planned via a new east-west two lane roadway/bridge extending westerly from San Dimas Avenue to the west end of the tract. Several cul-de-sac interior streets are also planned off the main roadway (A Street). Typical interior private and future street sections for the tract include 34-36 foot roadways on 58-60 feet of right-of-way. The proposed bridge would provide 2 lanes (28 feet of driving width), street lighting, and a 5.5 foot sidewalk along the north side with a 2 foot buffer along the south side. At its intersection with San Dimas Avenue, the new roadway intersection would flare to provide an additional 12 foot lane resulting in 2 eastbound lanes exiting and 1 westbound lane entering the new residential tract. An emergency access gate is also planned via the extension of Calle Bandera. (Roadway cross-sections are provided in the following pages). Figure 2 illustrates the project site plan for the residential subdivision.

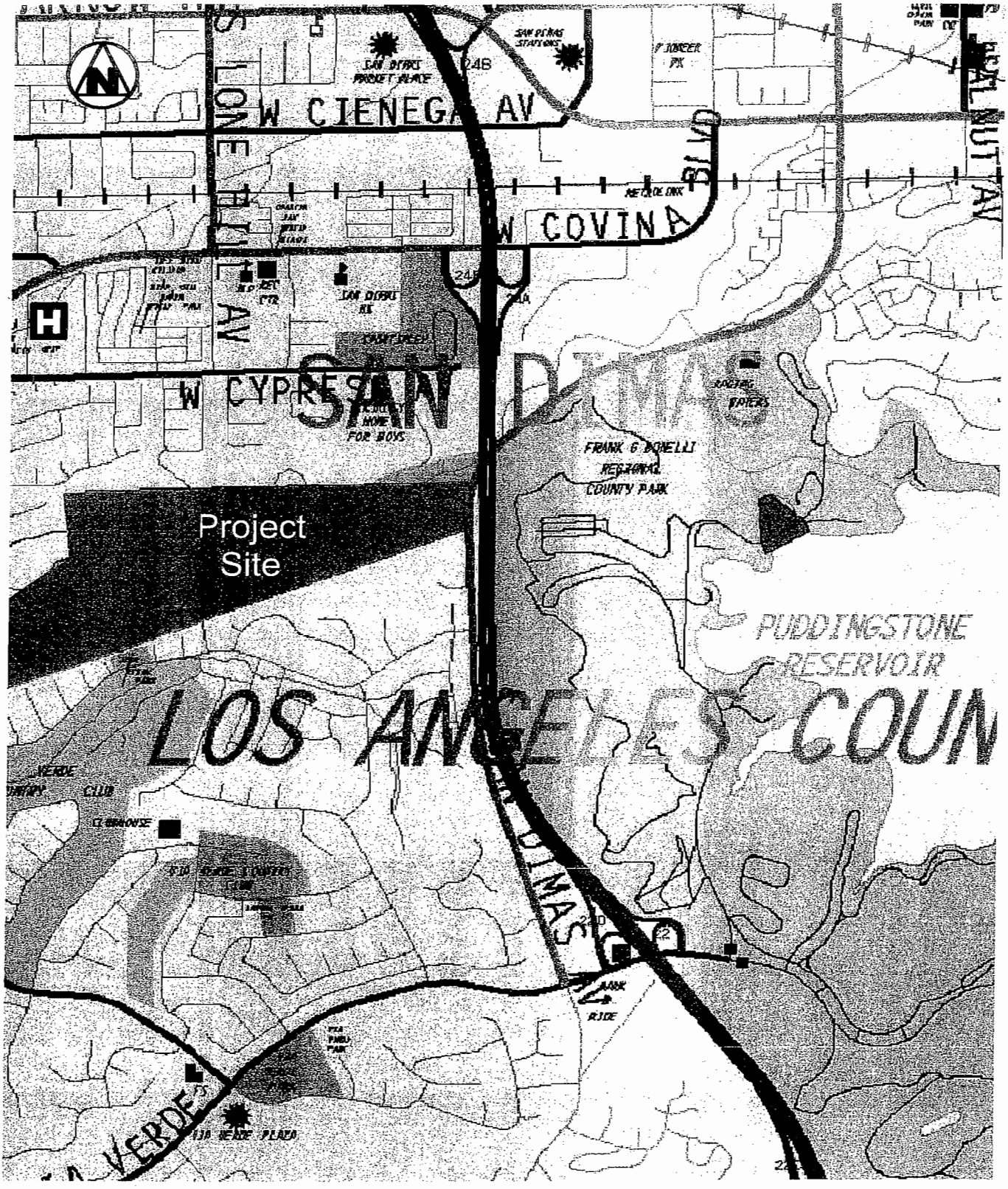

FIGURE 1

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PROJECT SITE LOCATION

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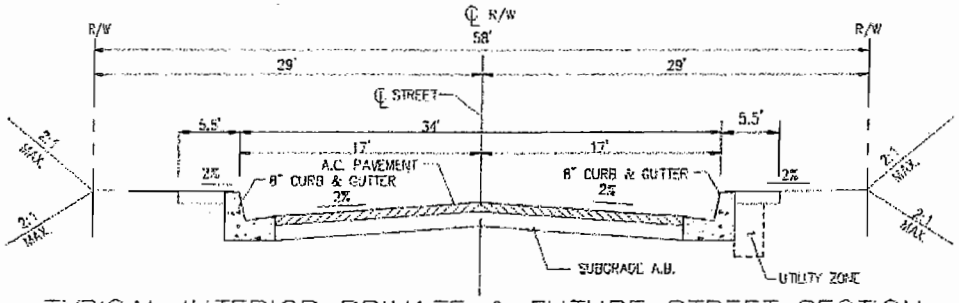
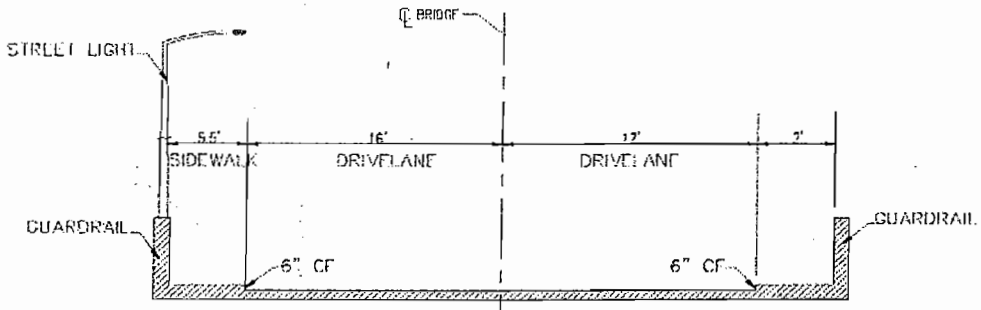


TYPICAL INTERIOR PRIVATE & FUTURE STREET SECTION
E. B. D & "A"ST N/O D ST.
NOT TO SCALE



BRIDGE SECTION
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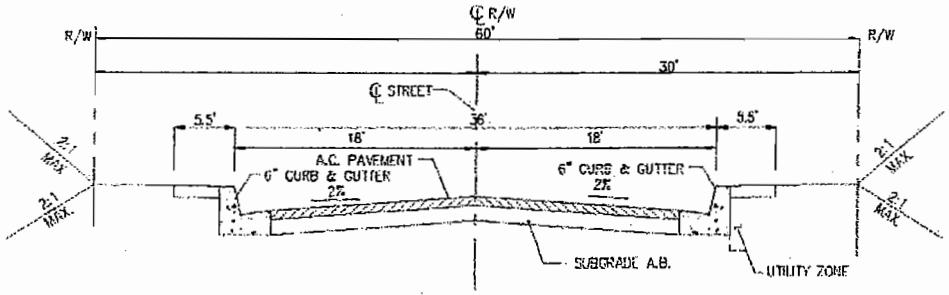

TYPICAL PRIVATE AND FUTURE STREET "A" & CALLE BANDERRA SECTION
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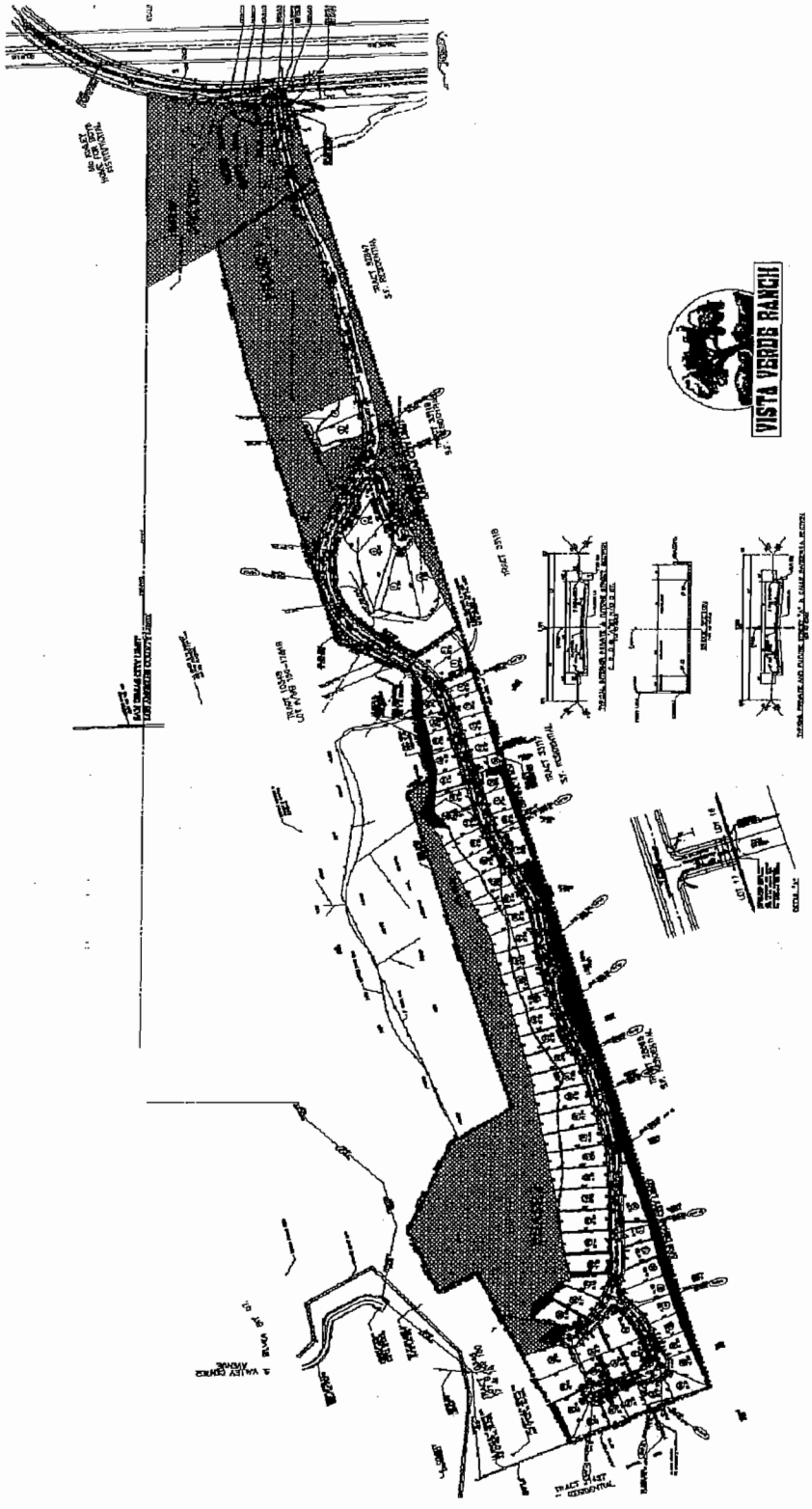

FIGURE 2

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SITE PLAN

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CHAPTER 3 ENVIRONMENTAL SETTING

The project is located within an unincorporated portion of the County of Los Angeles, west of the 57 Freeway near the Frank G. Bonnelli Regional Park. The City of San Dimas is immediately adjacent to the proposed project site.

The streets within the study area are under the jurisdiction of the City of San Dimas. The nearest freeway serving the site is State Route 57, which is under the jurisdiction of the California Department of Transportation (Caltrans). The following section briefly describes the roadway facilities and intersections analyzed in the study. Figure 3 illustrates the study intersection lane configurations and traffic signal phasing used in the capacity analysis.

Regional Freeway

State Route 57 is located immediately east of the project site. This north-south freeway provides four mixed-flow lanes in each direction. The nearest project access to the 57 Freeway is provided via ramps located at Via Verde, approximately 2 ¼ miles south of the project site. Average daily traffic volume on the 57 Freeway, south of Covina Boulevard is approximately 173,000 vehicles per day (ADT). Current non-directional peak hour traffic volume on the 57 Freeway per Caltrans data is 13,700 VPH south of Covina Boulevard with peak hour directional of approximately 7,400 VPH.

Freeways typically operate at a capacity of 2,000 vehicles per hour (VPH) per lane. Using this capacity value for eight lanes, the 57 Freeway provides a theoretical free flow capacity of approximately 8,000 VPH per direction. Therefore, this segment of the freeway is operating at approximately 90 percent capacity in the peak direction during peak hours.

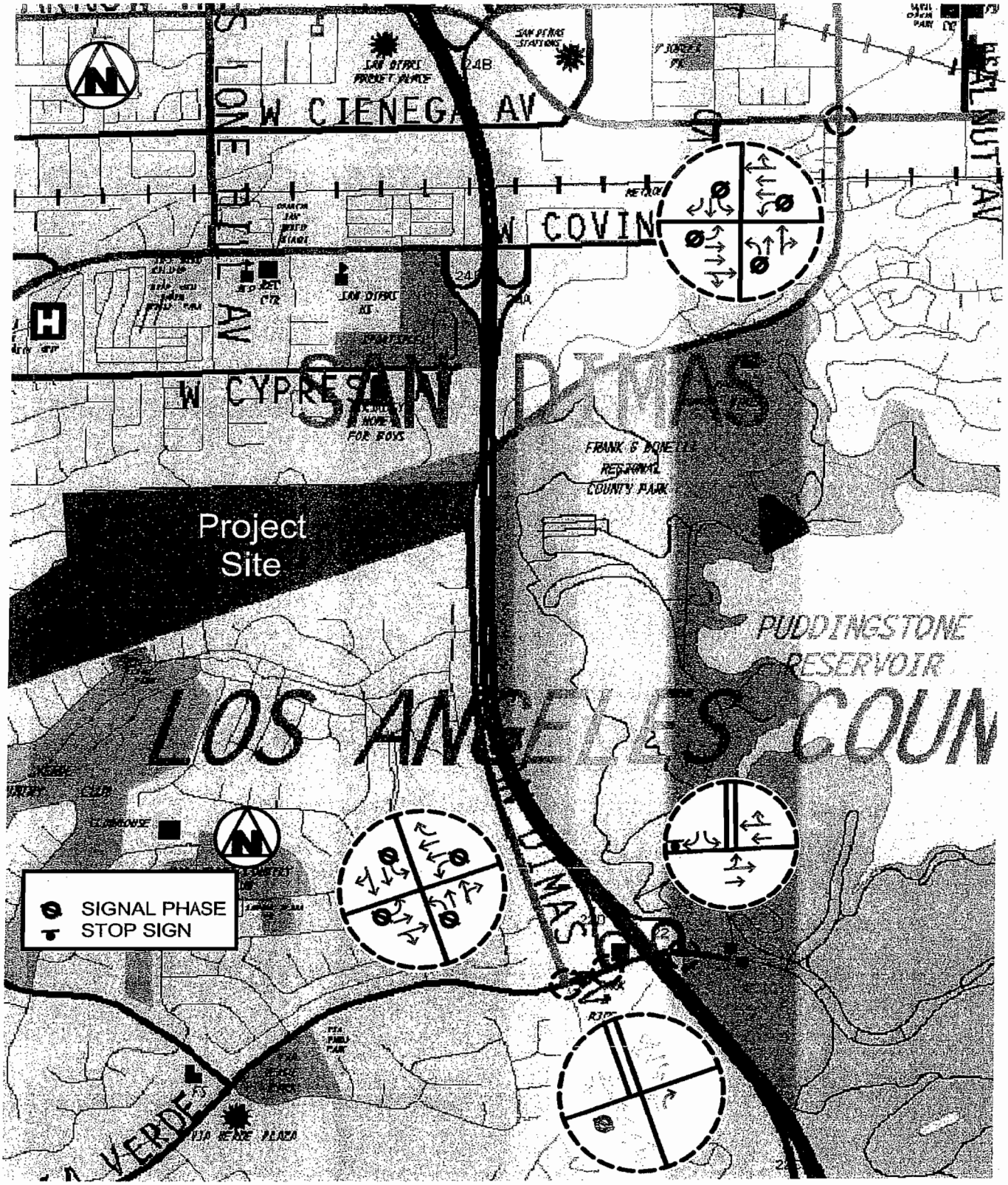

FIGURE 3

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STUDY INTERSECTIONS
TRAFFIC CONTROL AND LANE CONFIGURATION

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Street Characteristics

San Dimas Avenue is a north-south major arterial in the study area. One lane in each direction is provided on San Dimas Avenue south of Arrow Highway. The posted speed limit along this segment of San Dimas Avenue is 50 MPH. The roadway pavement is approximately 50 feet in width adjacent to the project site. Left-turn channelization is provided at intersecting streets. An off road equestrian trial exists on the east side of the roadway with a equestrian crossing located approximately at the future location of the new "T" intersection serving the project.

Daily traffic volume on San Dimas Avenue near the proposed intersection has been measured at 6,673 vehicles per day (VPD). Peak traffic volumes on San Dimas Avenue at this location are approximately 483 VPH starting at 7:15 AM and 763 VPH starting at 4:30 PM.

Arrow Highway is a major east-west facility that provides access to the 57 Freeway to the north. This roadway provides three lanes in each direction, a raised median island, and left-turn channelization at intersecting streets. The roadway is posted for 40 MPH.

Via Verde is an east-west major roadway that provides a local street connection between Interstate 10 on the west to State Route 57 and the County Regional Park where it terminates. Two lanes in each direction, off road equestrian trail and raised medians are provided. The roadway is posted for 45 MPH.

Existing Peak Hour Traffic Volumes

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by the Traffic Solution, an independent traffic data collection company. The AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Traffic volume surveys were conducted by counting the number of vehicles at each of the 4 study intersections making each allowed move. The peak hour volume for each intersection was then determined by

finding the four highest consecutive 15-minute volumes for all movements combined. Traffic volume data is shown in Figure 4 for the morning and afternoon peak hour. Traffic volume data worksheets are contained in Appendix A.

Analysis of Existing Traffic Conditions

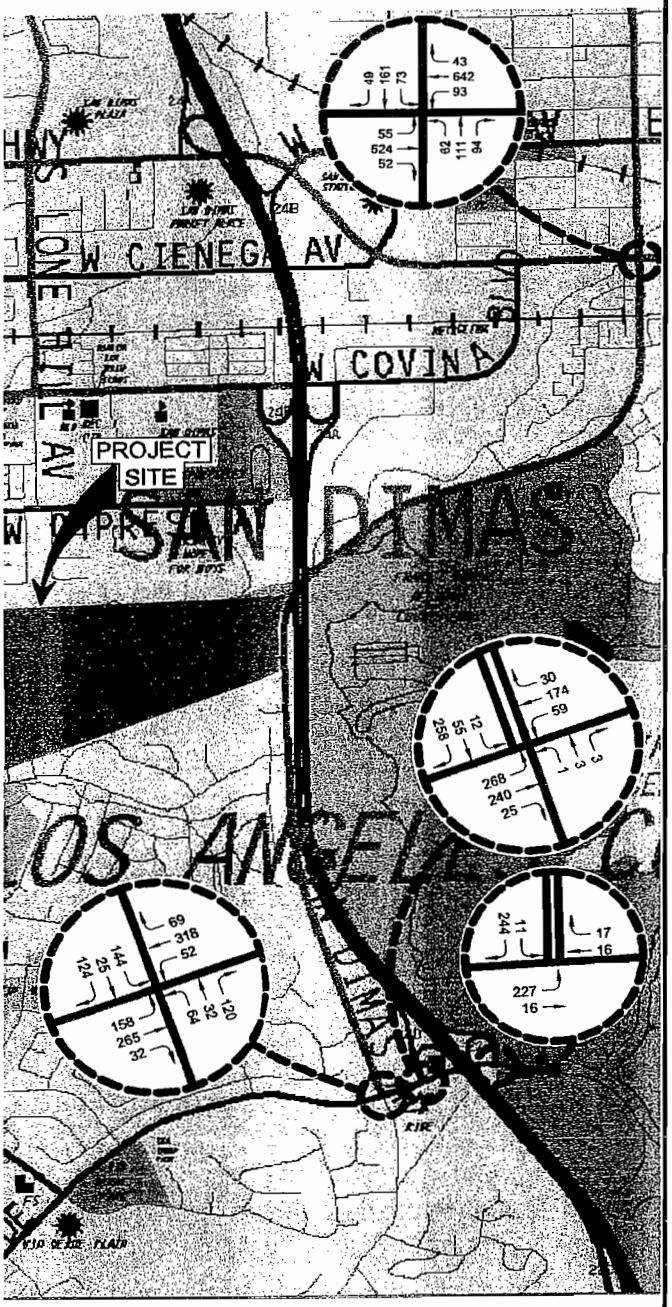
Traffic count data was used along with other data pertaining to current intersection geometrics, on-street parking and traffic signal operations to determine the intersection operating conditions. The traffic analysis was then conducted through the use of the Intersection Capacity Utilization (ICU) methodology for all intersection (signalized and non-signalized).

The ICU procedure uses a ratio to compare the traffic volume and capacity of an intersection. A volume-to-capacity ratio is the proportion of an hour necessary to accommodate all the intersection traffic if all approaches operated at capacity. ICU calculations provide an ideal tool for easily quantifying intersection operating characteristics. For example, if an intersection has an ICU value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

The ICU indices used in this study were calculated by dividing the hourly traffic volume by the lane capacity. The critical lane volumes (the highest combination of conflicting movements that must be accommodated) were then added. Finally, a ten percent (10%) critical clearance interval was then added to the sum of the critical lane volumes to account for the clearance time between cross street movements.

Once the volume-to-capacity ratio (ICU value) has been calculated, operating characteristics are graded (A through F) in terms of the "Level of Service" (LOS). The term "Level of Service" describes the quality of traffic flow as shown in Table 1.

AM PEAK HOUR
JANUARY 4, 2006 (WED.)



PM PEAK HOUR
JANUARY 4, 2006 (WED.)

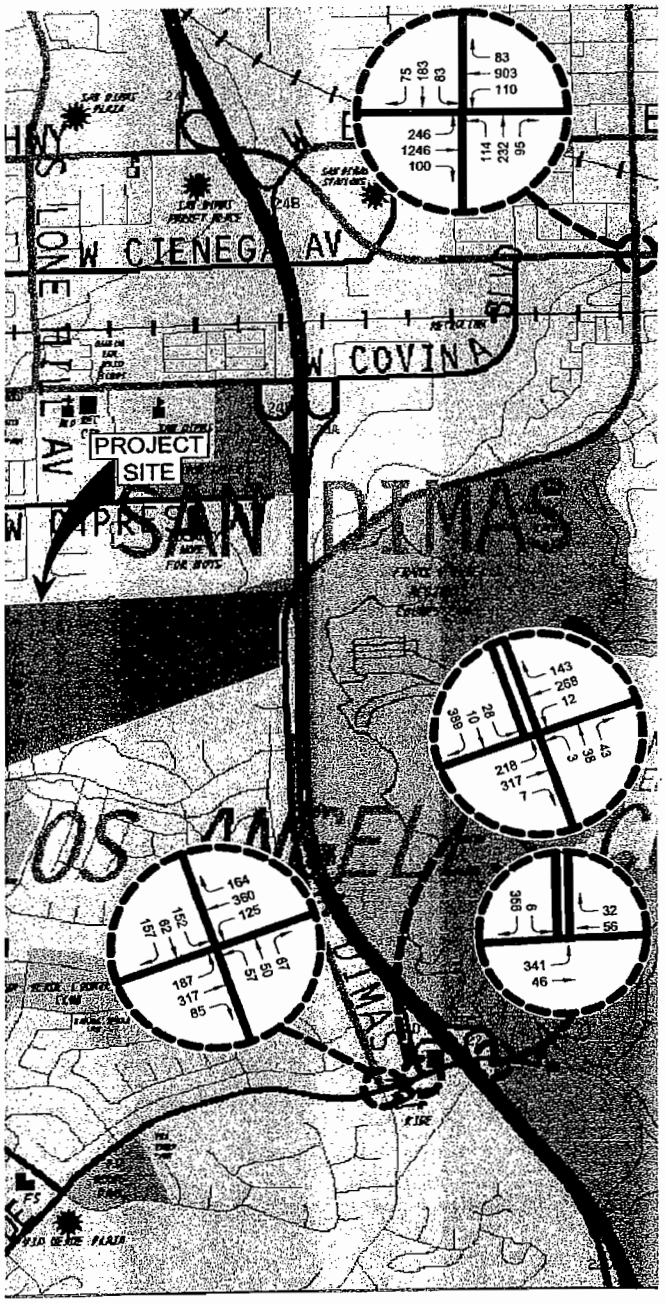


FIGURE 4

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EXISTING (2006) TRAFFIC VOLUMES
AM AND PM PEAK HOURS

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Table 1
ICU Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

By applying these procedures to the study intersections, the ICU values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined. Those values are summarized in Table 2. Supporting capacity worksheets are contained in Appendix B of this report.

Table 2
Intersection Capacity Utilization Summary
Existing Conditions

		AM Peak Hour		PM Peak Hour	
No.	Intersection	ICU	LOS	ICU	LOS
1.	San Dimas Ave.& Arrow Highway	0.448	A	0.744	C
2.	San Dimas Ave. & Via Verde	0.436	A	0.462	A
3.	Via Verde & 210 Fwy.S/B Ramps	0.418	A	0.547	A
4.	Via Verde & 210 Fwy. N/B Ramps	0.405	A	0.564	A

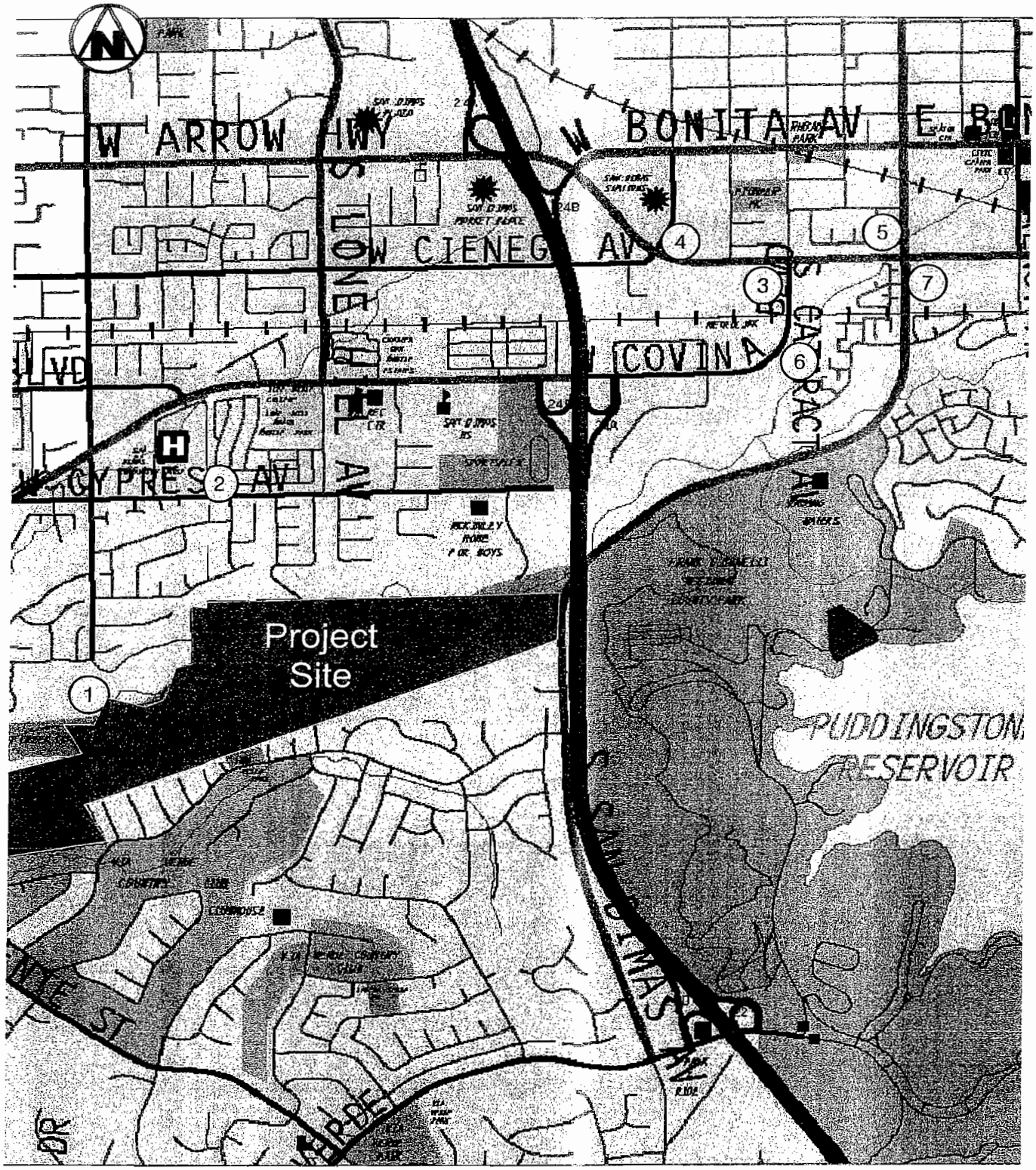

FIGURE 7

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RELATED PROJECT LOCATIONS

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Table 5
Approved Projects Descriptions

No.	Size/Type	Location	Status
1.	19 s.f.d.	1160 S. Valley Center	Approved
2.	26,061 s.f. Medical Office	1335 W. Cypress St	Leasing
3.	68 room Motel	NEC of Arrow Hwy & Eucla Ave	Under Construction
4a.	20,000 s.f. Auto Care Center	328 W. Arrow Hwy	Pending Approval
4b.	614 unit Self Storage	328 W. Arrow Hwy	Pending Approval
5.	40,000 s.f. Mixed-use	NWC of Arrow Hwy & San Dimas Ave	Pending Approval
6.	23,691 s.f Industrial	320 W. Covina Bl	Pending Approval
7.	175,316 s.f. Industrial	SEC of Arrow Hwy & San Dimas Ave	Under Construction

Table 6
ITE Trip Generation Rates for Related Projects
(7th Edition)

Single-Family Detached Housing (ITE 210) - (per dwelling unit)

Daily:	Total = 9.57
AM Peak Hour:	In = 0.19 (A) Out = 0.56(A)
PM Peak Hour:	In = 0.64 (A) Out = 0.37(A)

Medical-Dental Office (ITE 720) - (per 1,000 square feet gross floor area)

Daily:	Total = 36.13 (A)
AM Peak Hour:	In = 1.96 (A) Out = 0.52 (A)
PM Peak Hour:	In = 1.00 (A) Out = 2.72 (A)

Table 6 (continued)
ITE Trip Generation Rates for Related Projects
(7th Edition)

Mini-Warehouse (ITE 151) - (per storage unit)

Daily:	T = 0.28 (A)
AM Peak Hour:	In = 0.01 (A) Out = 0.01 (A)
PM Peak Hour:	In = 0.02 (A) Out = 0.01 (A)

Auto Care Center (ITE 942) - (per 1000 square feet gross floor area)

Daily:	T = 33.8 (A)
AM Peak Hour:	In = 1.91 (A) Out = 1.03(A)
PM Peak Hour:	In = 1.69 (A) Out = 1.69(A)

Shopping Center (ITE 820) - (per 1,000 square feet gross floor area)

Daily:	Total = 42.94 (A)
AM Peak Hour:	In = 0.63 (A) Out = 0.40 (A)
PM Peak Hour:	In = 1.80 (A) Out = 1.95 (A)

Industrial Park (ITE 130) - (per 1,000 square feet gross floor area)

Daily:	T = 6.96 (A)
AM Peak Hour:	In = 0.69 (A) Out = 0.15 (A)
PM Peak Hour:	In = 0.18 (A) Out = 0.68 (A)

General Light Industrial (ITE 110) - (per 1,000 square feet gross floor area)

Daily:	T = 6.97 (A)
AM Peak Hour:	In = 0.81 (A) Out = 0.11 (A)
PM Peak Hour:	In = 0.12 (A) Out = 0.86 (A)

Table 7
Estimated Approved Projects Traffic Generation

Map No.	Size/Description	Daily Traffic	AM Peak Hour IN	AM Peak Hour OUT	PM Peak Hour IN	PM Peak Hour OUT
1.	19 s.f.d.	182	4	11	12	7
2.	26,061 s.f./Medical Office	942	51	14	26	71
3.	68 room/Motel	383	10	19	17	15
4a.	20,000 s.f./Auto Care Center	676	38	21	34	34
4b.	614 unit/Self Storage	172	6	6	12	6
5.	40,000 s.f./Mixed-use	1718	25	16	72	78
6.	23,691 s.f./Industrial	165	16	4	4	16
7.	163,000 s.f./Industrial	1136	132	18	20	140

Future Capacity Analysis

Two future capacity analysis scenarios were conducted, "future without project" and "future with project". The following steps have been taken to develop the future traffic volume estimate:

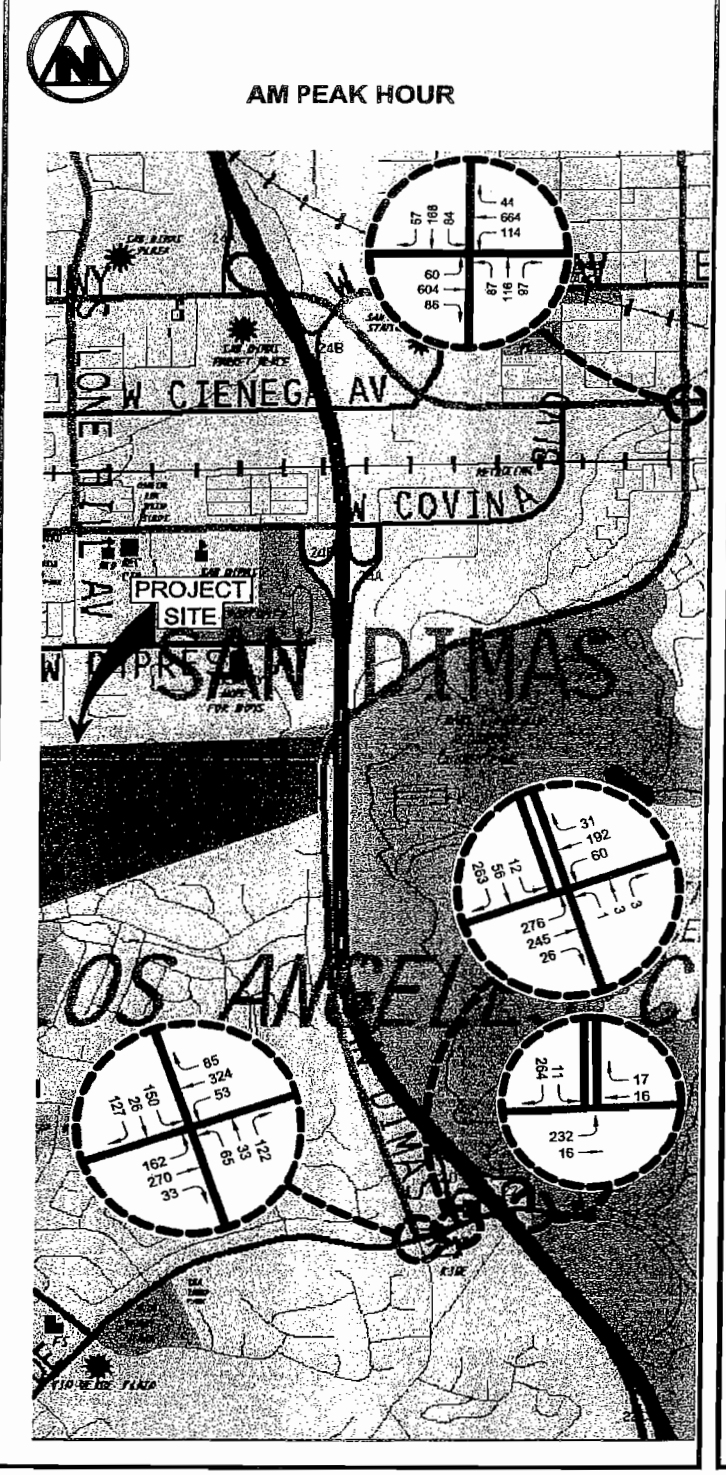
(a) Existing (2006) traffic plus ambient growth to 2008 study year (added 2 % total);

(b) Traffic in (a) plus other development "related" projects (without project scenario);

(c) Traffic in (b) with the proposed project traffic (with project scenario);

(d) Traffic in (c) plus the proposed traffic mitigation, if necessary

The capacity analyses were performed using the same Intersection Capacity Utilization procedures. Future intersection configurations and traffic signal operations were not modified for the future analysis. Peak hour traffic volumes (without and with project) for the morning and afternoon peak hours are illustrated in Figures 8 and 9, respectively.



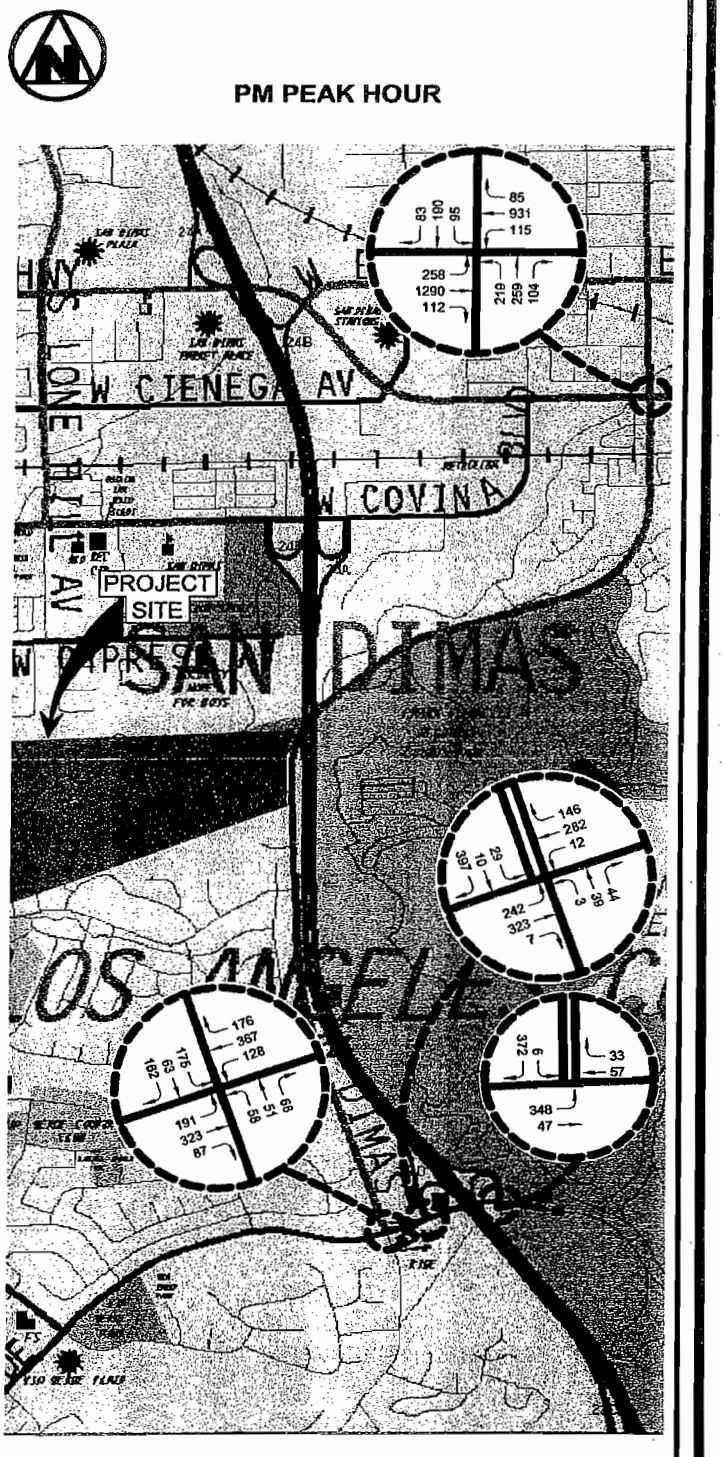


FIGURE 8

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FUTURE (2008) TRAFFIC VOLUMES
WITHOUT PROJECT
AM AND PM PEAK HOURS

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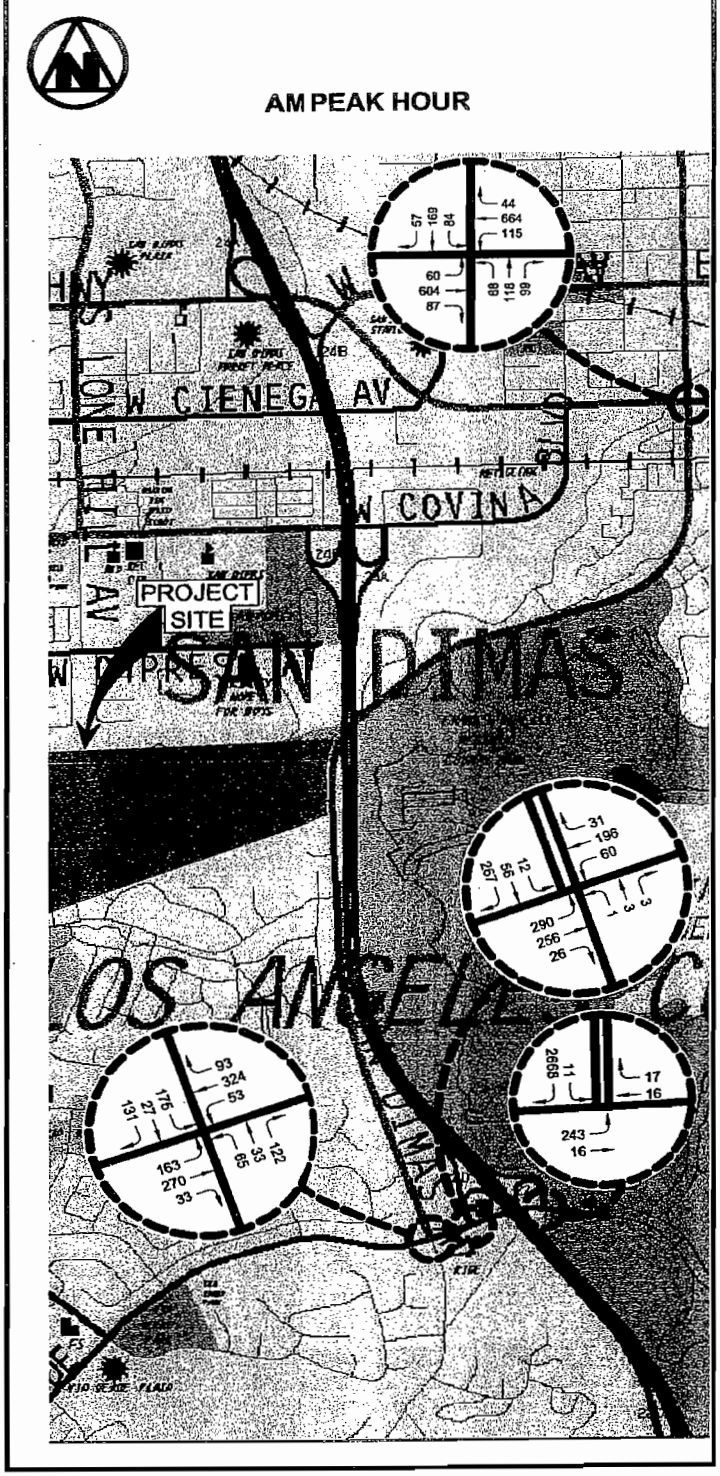

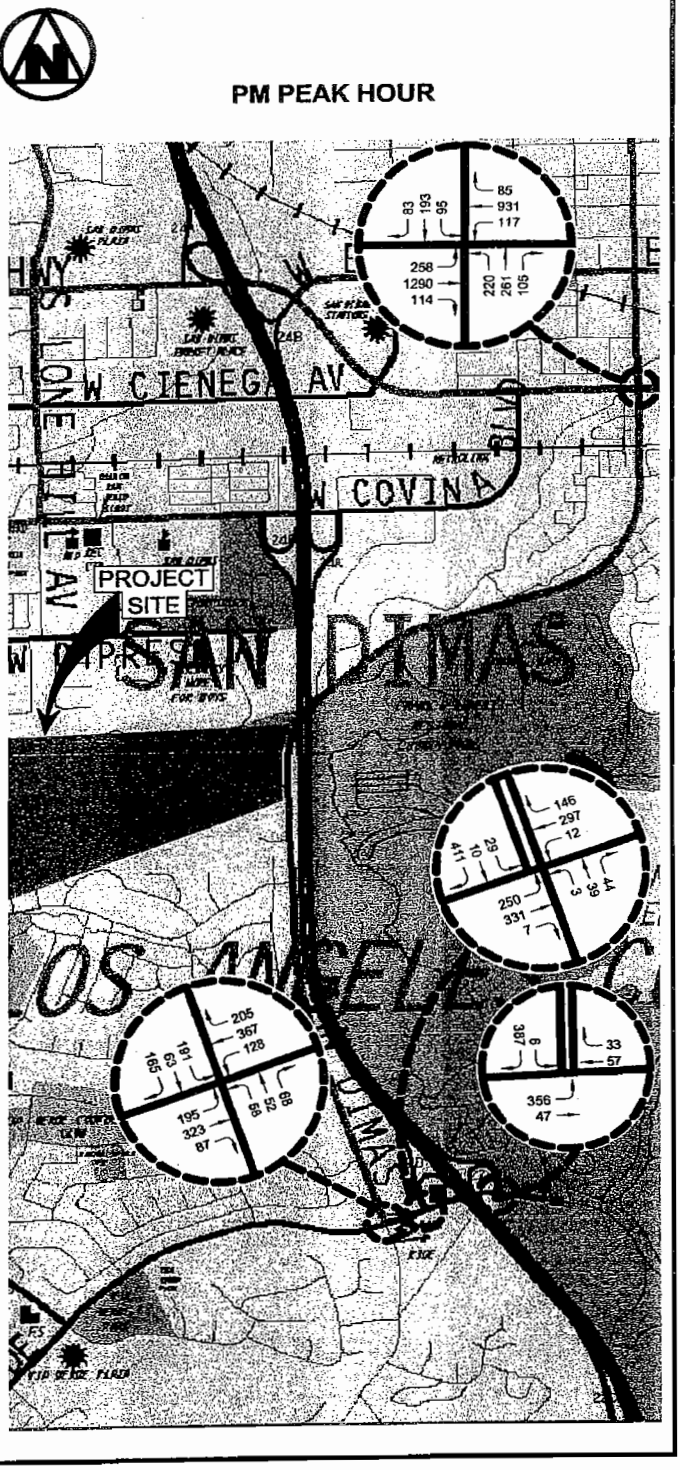

FIGURE 9

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FUTURE (2008) TRAFFIC VOLUMES
WITH PROJECT
AM AND PM PEAK HOURS

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Results of the "future without project" Level of Service analysis are shown in Table 8.

Table 8
Future Without Project Traffic Conditions

No.	Intersection	Peak Hour	Existing ICU	Existing LOS	Future Without Project ICU	Future Without Project LOS	Future Without Project Impact
1.	San Dimas Ave & Arrow Highway	AM	0.448	A	0.512	A	+ 0.064
		PM	0.744	C	0.832	D	+ 0.088
2.	San Dimas Ave. & Via Verde	AM	0.436	A	0.444	A	+ 0.008
		PM	0.462	A	0.480	A	+ 0.018
3.	Via Verde & 210 Fwy. S/B Ramps	AM	0.418	A	0.430	A	+ 0.012
		PM	0.547	A	0.566	A	+ 0.019
4.	Via Verde & 210 Fwy. N/B Ramps	AM	0.405	A	0.421	A	+ 0.016
		PM	0.564	A	0.578	A	+ 0.014

The residential project's peak hour traffic was then added to the future without project traffic projections. Level of Service calculations for the study intersections with the addition of project traffic are shown below in Table 9

Table 9
Future With Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	Future With Project CMA	Future With Project LOS	Future With Project Impact
1.	San Dimas Ave. & Arrow Highway	AM	0.512	A	0.514	A	+ 0.002
		PM	0.832	D	0.836	D	+ 0.004
2.	San Dimas & Via Verde	AM	0.444	A	0.461	A	+ 0.017
		PM	0.480	A	0.510	A	+ 0.030
3.	Via Verde & 210 Fwy. S/B Ramps	AM	0.430	A	0.439	A	+ 0.008
		PM	0.566	A	0.583	A	+ 0.017
4.	Via Verde & 210 Fwy. N/B Ramps	AM	0.421	A	0.460	A	+ 0.009
		PM	0.578	A	0.592	A	+ 0.014

* Denotes a significant impact prior to mitigation.

For the purposes of this report, a traffic impact attributable to a project is deemed "significant" under the following criteria:

Criteria for Significant Traffic Impact

LOS	Final ICU Value	Project-Related Increase in ICU Value
C	0.71 - 0.80	0.04 or greater
D	0.81 – 0.90	0.02 or greater
E & F	0.91 – 1.00	0.01 or greater

The data shown in Table 9 indicates that the project's traffic impact is insignificant and will not change operating levels.

Freeway Impact Analysis

Current non-directional peak hour traffic volume on the 57 Freeway per Caltrans data is approximately 13,700 VPH south of Covina Boulevard with peak hour directional of approximately 6,522 VPH southbound (0.815 demand / capacity value) and 5,478 northbound (0.685 d/c) during the morning peak hour with approximately 7,362 VPH northbound (0.920 d/c) and 5,980 VPH southbound in the afternoon (0.748 d/c).

Adding the estimated peak hour project generated traffic to the 57 Freeway as shown in Figure 6, page 16, to the measured traffic flow would add an estimated 4 morning trips and 14 afternoon trips to the southbound directional flow south of Covina Boulevard with 14 morning and 8 afternoon trips to the southbound traffic flow south of Via Verde. In the northbound direction, the project is estimated to add 11 morning and 8 afternoon peak hour trips to the northbound traffic flow north of Via Verde and 4 morning and 15 afternoon trips to the northbound flow south of Via Verde. This level of added regional traffic is insignificant.

CHAPTER 6 MITIGATION MEASURES

As shown in the preceding section, no significant traffic impacts are created by the proposed project. However, project access improvements are necessary at the future "T" intersection with San Dimas Avenue. It is recommended that separate right and left turn lanes be installed for the eastbound exiting approach to the intersection with a new 200-foot± northbound left-turn lane on San Dimas Avenue for entering traffic.

CHAPTER 7 ALTERNATIAVE SITE PLAN WITH CALLE BANDERA ACCESS

This chapter reviews the potential traffic impacts created by an alternative site plan for Tract 47449 with 64 residential lots and access via Calle Bandera, as illustrated in Figure 10. As part of this analysis, additional traffic data was collected at the intersection of Avenida Loma Vista and San Dimas Avenue, on Calle Bandera north of Avenida Loma Vista, and on Avenida Loma Vista west of San Dimas Avenue.

As shown in Table 10 below, the smaller tract will generate 58 fewer daily trips, 4 fewer morning peak hour trips and 6 fewer afternoon peak hour trips.

Table 10
Alternative Project Traffic Generation

Land Use	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
64 Units (alternative)	612	12	36	48	41	24	65
70 Units (original)	670	13	39	52	45	26	71
Difference	58	1	3	4	4	2	6

Using the same ICU capacity analysis procedures and the new peak hour traffic count, the intersection of Avenida Loma Vista and San Dimas Avenue has an ICU value of 0.371 (LOS A) during the morning peak hour and 0.341 (LOS A) in the afternoon peak hour. The project added traffic to this intersection would be insignificant.

Calle Bandera is a local cul-de-sac street that provides access to 8 single family homes as shown in the photo below. Daily traffic on Calle Bandera north of Avenida Loma Vista was recorded at 73 vehicles with nominal peak hour traffic. Adding the daily traffic from Tract 47449 with 64 homes would increase the daily traffic on Calle Bandera by 612 trips resulting in a daily traffic volume of 685 ADT.

This traffic volume is within the capacity of Calle Bandera, however, the increase does represent a large increase over the existing traffic volume on this cul-de-sac street.

Avenida Loma Vista is an east-west collector type roadway serving the neighborhood providing access to San Dimas Avenue on the east and Puente Street on the west. The street provides for on-street parking and 1 lane in each direction. Daily traffic on Avenida Loma Vista west of San Dimas Avenue was recorded at 4,316 vehicles with peak hour volume between 250 – 300 in the peak direction. Tract 47449 with 64 homes would increase the daily traffic on Calle Bandera by approximately 500 ADT assuming 80% of the trips would travel east to San Dimas Avenue. Therefore, it can be expected that daily traffic would increase to approximately 4,800 vehicles along this segment of Avenida Loma Vista with the project traffic added, an increase of approximately 10%. This increase in daily traffic would be considered significant for a two-lane roadway.

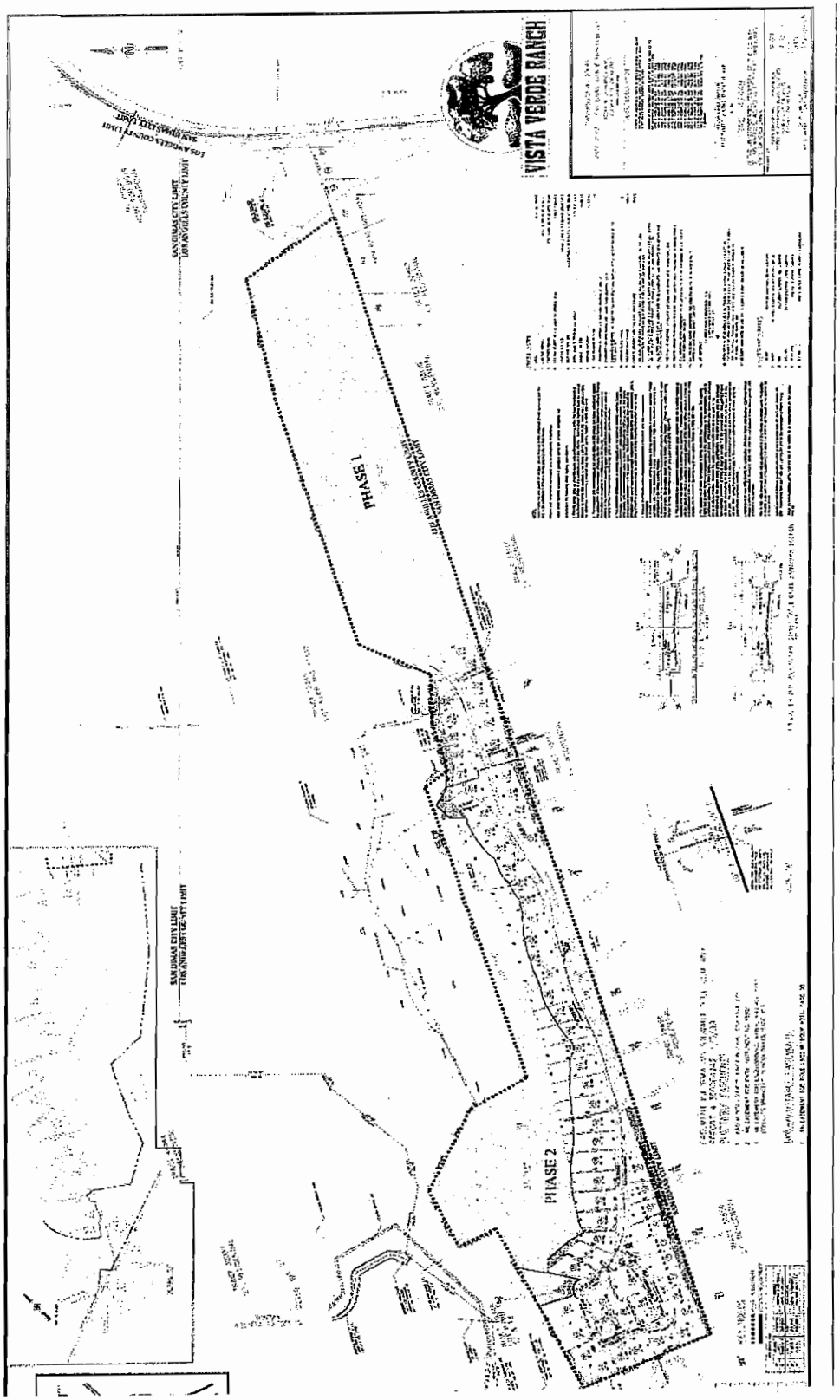


FIGURE 10

1/28/06

ALTERNATIVE SITE PLAN
CALLE BANDERA ACCESS

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

APPENDIX A

TRAFFIC VOLUME DATA

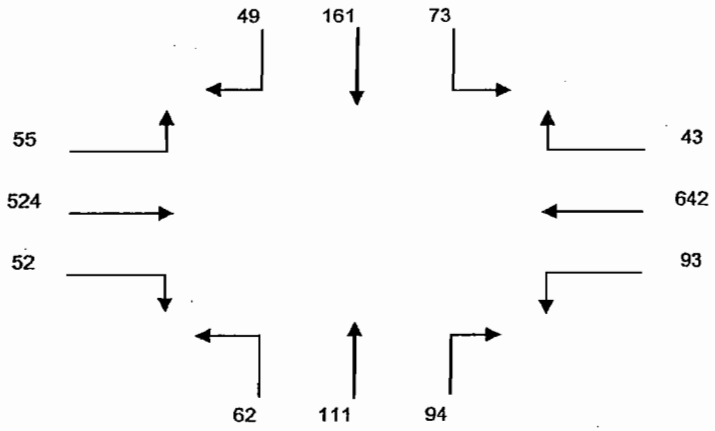
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	7	25	11	4	80	17	20	17	13	11	122	11
715-730	13	38	17	8	139	23	20	24	16	10	138	16
730-745	14	27	17	12	183	27	24	29	14	15	130	18
745-800	9	52	18	11	163	25	21	21	13	16	125	10
800-815	13	44	21	12	157	18	29	37	19	11	131	11
815-830	12	23	16	9	167	27	21	23	13	10	103	15
830-845	15	34	13	8	185	23	19	17	18	9	121	16
845-900	22	20	15	12	165	21	15	17	17	10	102	20

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	43	142	63	35	565	92	85	91	56	52	515	55	1794
715-815	49	161	73	43	642	93	94	111	62	52	524	55	1959
730-830	48	146	72	44	670	97	95	110	59	52	489	54	1936
745-845	49	153	68	40	672	93	90	98	63	46	480	52	1904
800-900	62	121	65	41	674	89	84	94	67	40	457	62	1856

A.M. PEAK HOUR
715-815



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

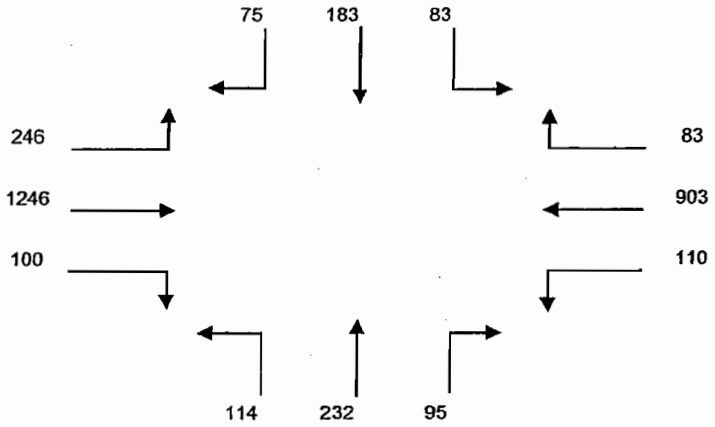
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	18	57	32	11	222	15	24	55	21	24	285	43
415-430	19	47	31	18	218	15	25	51	25	30	294	64
430-445	16	45	20	25	220	24	23	56	24	26	283	69
445-500	13	36	18	16	239	34	21	59	30	22	317	50
500-515	22	49	28	24	223	26	27	67	26	27	338	76
515-530	24	53	17	18	221	26	24	50	34	25	308	51
530-545	20	45	18	16	200	25	22	44	25	18	275	42
545-600	18	37	23	13	207	14	24	35	18	20	290	39

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	66	185	101	70	899	88	93	221	100	102	1179	226	3330
415-515	70	177	97	83	900	99	96	233	105	105	1232	259	3456
430-530	75	183	83	83	903	110	95	232	114	100	1246	246	3470
445-545	79	183	81	74	883	111	94	220	115	92	1238	219	3389
500-600	84	184	86	71	851	91	97	196	103	90	1211	208	3272

P.M. PEAK HOUR
430-530



ARROW HIGHWAY

SAN DIMAS AVENUE

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

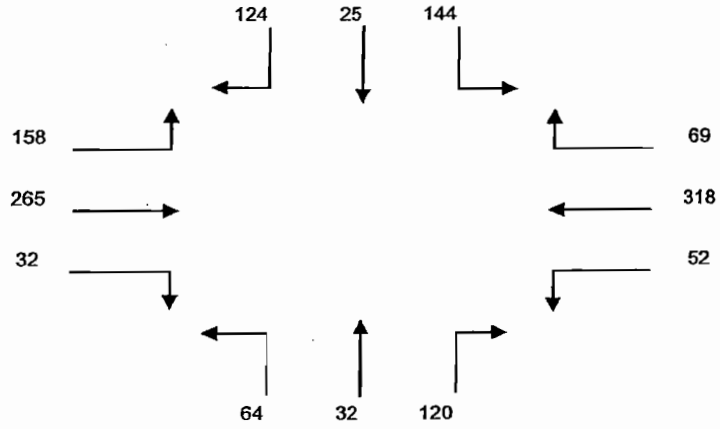
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W VIA VERDE
FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	25	3	35	9	65	7	15	6	14	0	49	25
715-730	29	7	42	16	87	7	29	8	11	2	51	37
730-745	38	5	45	13	99	11	33	13	13	5	58	39
745-800	25	11	31	21	95	10	33	7	20	7	62	43
800-815	29	5	37	14	59	18	23	5	15	10	70	31
815-830	32	4	31	21	65	13	31	7	16	10	75	45
830-845	39	3	31	18	79	11	29	8	12	13	59	30
845-900	24	2	23	13	58	15	16	7	15	14	61	29

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	117	26	153	59	346	35	110	34	58	14	220	144	1316
715-815	121	28	155	64	340	46	118	33	59	24	241	150	1379
730-830	124	25	144	69	318	52	120	32	64	32	265	158	1403
745-845	125	23	130	74	298	52	116	27	63	40	266	149	1363
800-900	124	14	122	66	261	57	99	27	58	47	265	135	1275

A.M. PEAK HOUR
730-830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

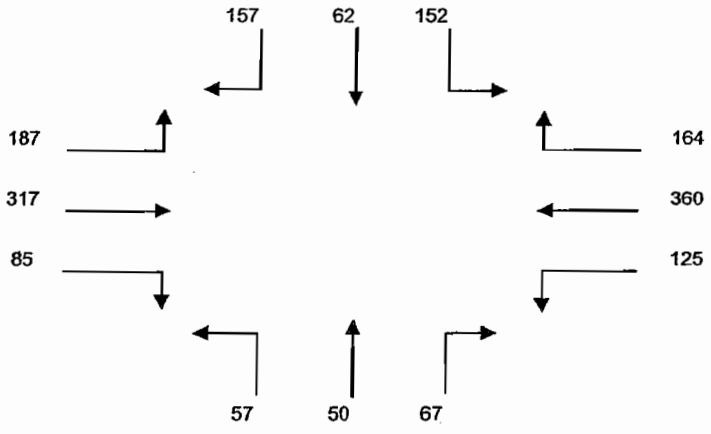
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W VIA VERDE
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	29	17	37	37	73	37	19	14	4	11	80	35
415-430	35	12	39	30	85	20	23	8	8	18	68	43
430-445	40	15	49	40	96	35	17	9	9	15	76	43
445-500	43	17	35	40	87	32	20	16	10	21	85	50
500-515	43	11	37	35	90	24	14	13	19	26	84	51
515-530	31	19	31	49	87	34	16	12	19	23	72	43
530-545	31	23	34	61	81	40	14	9	11	20	81	35
545-600	28	15	25	48	73	29	17	13	12	15	69	35

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	147	61	160	147	341	124	79	47	31	65	309	171	1682
415-515	161	55	160	145	358	111	74	46	46	80	313	187	1736
430-530	157	62	152	164	360	125	67	50	57	85	317	187	1783
445-545	148	70	137	185	345	130	64	50	59	90	322	179	1779
500-600	133	68	127	193	331	127	61	47	61	84	306	164	1702

P.M. PEAK HOUR
430-530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

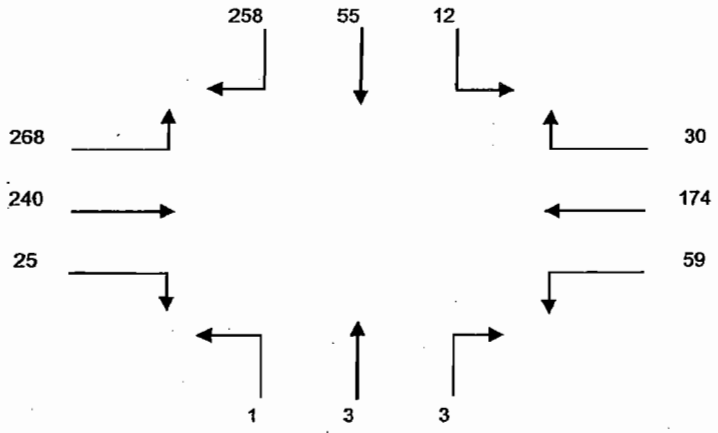
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S I-210 SB RAMPS / DRIVEWAY
E/W VIA VERDE
FILE NUMBER: 3-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	58	7	4	5	31	3	0	0	0	2	47	48
715-730	67	5	3	5	39	5	0	0	1	3	43	63
730-745	72	8	2	9	44	11	1	1	0	6	68	77
745-800	78	11	5	7	43	17	0	0	0	8	56	68
800-815	56	17	3	7	40	16	0	0	0	5	57	62
815-830	52	19	2	7	47	15	2	2	1	6	59	61
830-845	69	11	4	4	32	19	0	1	0	4	65	59
845-900	48	15	7	7	33	10	2	0	0	3	51	57

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	275	31	14	26	157	36	1	1	1	19	214	256	1031
715-815	273	41	13	28	166	49	1	1	1	22	224	270	1089
730-830	258	55	12	30	174	59	3	3	1	25	240	268	1128
745-845	255	58	14	25	162	67	2	3	1	23	237	250	1097
800-900	225	62	16	25	152	60	4	3	1	18	232	239	1037

A.M. PEAK HOUR
730-830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

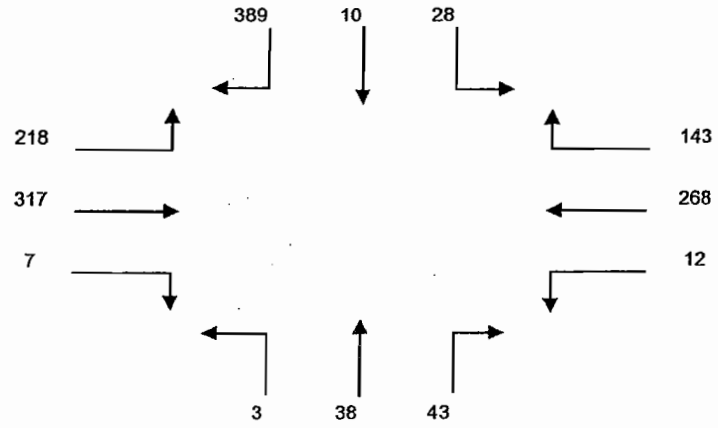
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S I-210 SB RAMPS / DRIVEWAY
E/W VIA VERDE
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	70	2	9	14	36	4	7	6	1	3	61	49
415-430	77	2	5	24	46	0	7	7	0	5	74	53
430-445	98	3	8	37	68	2	11	11	2	4	80	49
445-500	94	4	10	38	76	4	9	7	0	0	91	49
500-515	96	3	5	31	55	3	14	10	1	1	73	65
515-530	101	0	5	37	69	3	9	10	0	2	73	55
530-545	93	1	7	26	76	2	7	8	1	2	74	41
545-600	87	1	4	29	68	1	4	10	0	3	68	47

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	339	11	32	113	226	10	34	31	3	12	306	200	1317
415-515	365	12	28	130	245	9	41	35	3	10	318	216	1412
430-530	389	10	28	143	268	12	43	38	3	7	317	218	1476
445-545	384	8	27	132	276	12	39	35	2	5	311	210	1441
500-600	377	5	21	123	268	9	34	38	2	8	288	208	1381

P.M. PEAK HOUR
430-530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

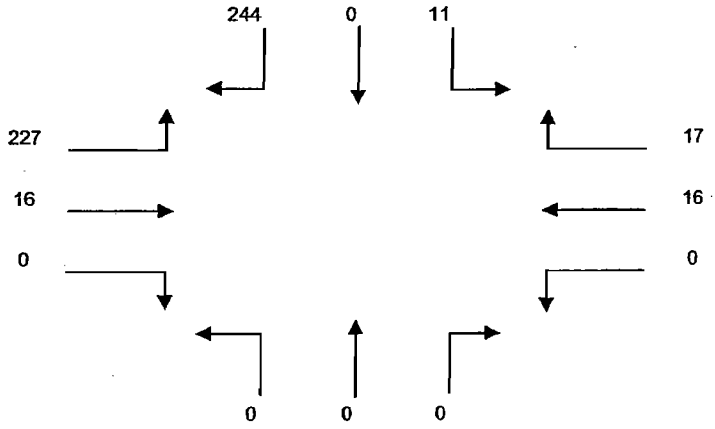
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S I-210 NB RAMPS
E/W VIA VERDE
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	50	0	2	3	2	0	0	0	0	0	1	38
715-730	48	0	1	3	1	0	0	0	0	0	4	43
730-745	53	0	3	7	4	0	0	0	0	0	4	57
745-800	70	0	5	3	5	0	0	0	0	0	5	64
800-815	58	0	2	3	2	0	0	0	0	0	5	55
815-830	63	0	1	4	5	0	0	0	0	0	2	51
830-845	41	0	1	3	4	0	0	0	0	0	4	62
845-900	52	0	2	4	4	0	0	0	0	0	7	59

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	221	0	11	16	12	0	0	0	0	0	14	202	476
715-815	229	0	11	16	12	0	0	0	0	0	18	219	505
730-830	244	0	11	17	16	0	0	0	0	0	16	227	531
745-845	232	0	9	13	16	0	0	0	0	0	16	232	518
800-900	214	0	6	14	15	0	0	0	0	0	18	227	494

A.M. PEAK HOUR
730-830



I-210 NB RAMPS

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

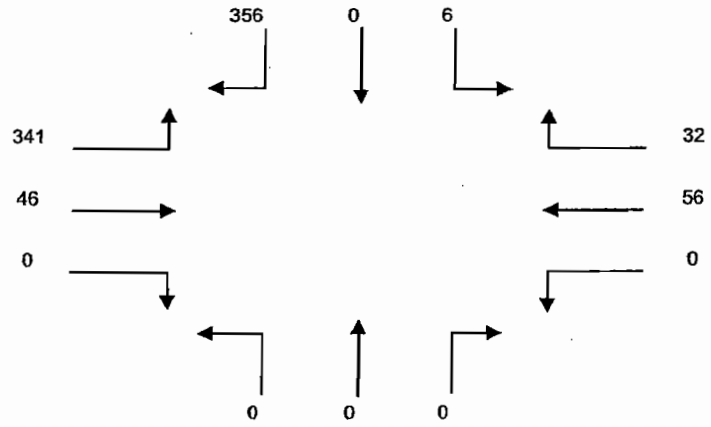
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 04, 2006
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S I-210 NB RAMPS
E/W VIA VERDE
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	77	0	2	5	7	0	0	0	0	0	10	62
415-430	70	0	3	4	8	0	0	0	0	0	7	76
430-445	80	0	3	9	15	0	0	0	0	0	8	84
445-500	85	0	3	9	13	0	0	0	0	0	14	90
500-515	94	0	2	5	19	0	0	0	0	0	14	92
515-530	87	0	0	6	13	0	0	0	0	0	9	81
530-545	90	0	1	12	11	0	0	0	0	0	9	78
545-600	95	0	4	6	7	0	0	0	0	0	7	75

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	312	0	11	27	43	0	0	0	0	0	39	312	744
415-515	329	0	11	27	55	0	0	0	0	0	43	342	807
430-530	346	0	8	29	60	0	0	0	0	0	45	347	835
445-545	356	0	6	32	56	0	0	0	0	0	46	341	837
500-600	366	0	7	29	50	0	0	0	0	0	39	326	817

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

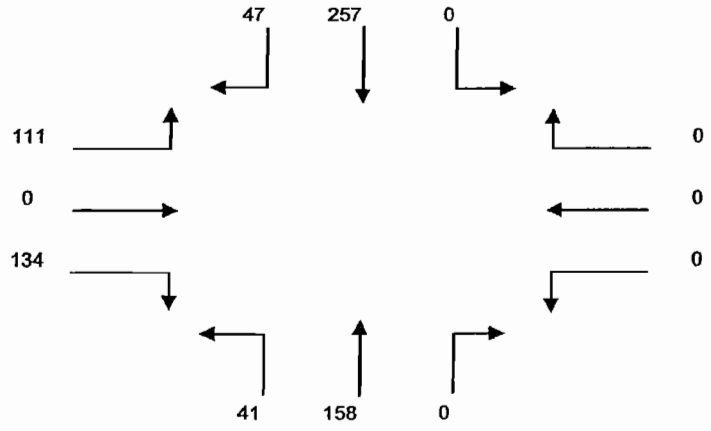
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 25, 2006
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W AVENIDA LOMA VISTA
FILE NUMBER: 5-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	6	48	0	0	0	0	0	18	3	31	0	20
715-730	7	50	0	0	0	0	0	32	4	38	0	28
730-745	7	69	0	0	0	0	0	53	9	33	0	35
745-800	13	74	0	0	0	0	0	46	10	35	0	27
800-815	20	64	0	0	0	0	0	27	18	28	0	21
815-830	14	46	0	0	0	0	0	25	10	27	0	13
830-845	14	49	0	0	0	0	0	21	9	20	0	18
845-900	7	46	0	0	0	0	0	28	6	16	0	17

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	33	241	0	0	0	0	0	149	26	137	0	110	696
715-815	47	257	0	0	0	0	0	158	41	134	0	111	748
730-830	54	253	0	0	0	0	0	151	47	123	0	96	724
745-845	61	233	0	0	0	0	0	119	47	110	0	79	649
800-900	55	205	0	0	0	0	0	101	43	91	0	69	564

A.M. PEAK HOUR
0715-0815



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

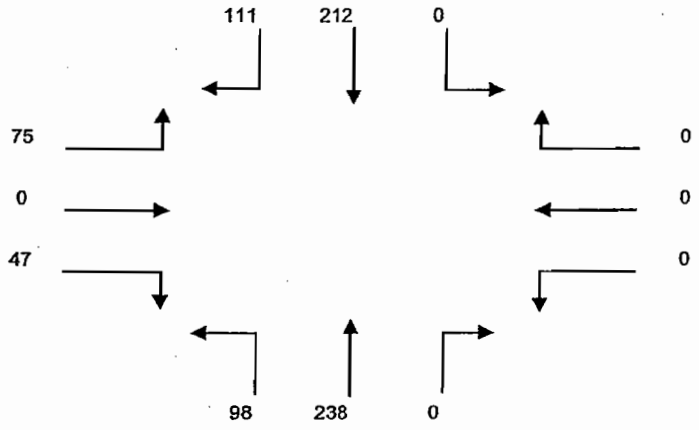
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS TMC PROJECT
DATE: WEDNESDAY, JANUARY 25, 2006
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W AVENIDA LOMA VISTA
FILE NUMBER: 5-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	22	43	0	0	0	0	0	48	18	4	0	22
415-430	27	41	0	0	0	0	0	52	16	7	0	17
430-445	29	63	0	0	0	0	0	64	20	13	0	25
445-500	22	44	0	0	0	0	0	42	24	8	0	13
500-515	31	61	0	0	0	0	0	77	28	12	0	26
515-530	29	44	0	0	0	0	0	55	26	14	0	11
530-545	23	51	0	0	0	0	0	58	17	10	0	23
545-600	21	30	0	0	0	0	0	41	24	13	0	14

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	100	191	0	0	0	0	0	206	78	32	0	77	684
415-515	109	209	0	0	0	0	0	235	88	40	0	81	762
430-530	111	212	0	0	0	0	0	238	98	47	0	75	781
445-545	105	200	0	0	0	0	0	232	95	44	0	73	749
500-600	104	186	0	0	0	0	0	231	95	49	0	74	739

P.M. PEAK HOUR
0430-0530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS
LOCATION: SAN DIMAS AVENUE S/O CURVE, PARALLEL TO I-210 FRWY
DATE: THURSDAY, JANUARY 05, 2006
FILE NO: A-1

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	9	5	7	7	28
01:00	4	3	4	3	14
02:00	0	2	2	2	6
03:00	0	1	2	2	5
04:00	3	0	2	9	14
05:00	6	10	15	25	56
06:00	13	16	29	30	88
07:00	32	50	84	55	221
08:00	32	30	29	30	121
09:00	33	48	41	40	162
10:00	43	26	44	44	157
11:00	35	45	39	51	170
12:00	50	51	51	55	207
13:00	60	38	54	59	211
14:00	50	49	63	58	220
15:00	65	64	52	75	256
16:00	68	72	83	79	302
17:00	100	100	63	61	324
18:00	56	49	52	38	195
19:00	34	34	36	26	130
20:00	22	18	18	17	75
21:00	28	22	43	41	134
22:00	27	28	17	14	86
23:00	14	8	11	10	43
				TOTAL	3225

AM PEAK HOUR	07:00-08:00
VOLUME	221
PM PEAK HOUR	16:30-17:30
VOLUME	362

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	16	4	7	3	30
01:00	2	4	5	1	12
02:00	3	2	2	2	9
03:00	1	1	4	4	10
04:00	5	6	5	13	29
05:00	14	15	13	23	65
06:00	21	30	21	39	111
07:00	39	42	68	87	236
08:00	65	54	55	34	208
09:00	45	51	38	52	186
10:00	38	50	41	51	180
11:00	45	48	45	43	181
12:00	49	36	52	67	204
13:00	55	44	44	55	198
14:00	59	55	51	54	219
15:00	69	77	75	62	283
16:00	83	71	91	106	351
17:00	109	95	80	69	353
18:00	46	45	41	37	169
19:00	38	32	39	35	144
20:00	26	20	15	16	77
21:00	13	13	34	31	91
22:00	19	16	9	7	51
23:00	16	13	10	12	51
				TOTAL	3448

AM PEAK HOUR	07:30-08:30
VOLUME	274
PM PEAK HOUR	16:30-17:30
VOLUME	401

TOTAL BI-DIRECTIONAL VOLUME	6673

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: SAN DIMAS
LOCATION: AVENIDA LOMA VISTA W/O SAN DIMAS AVENUE
DATE: WEDNESDAY, FEBRUARY 01, 2006
FILE NO: A-1

DIRECTION:	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	3	1	2	1	7
01:00	4	2	2	0	8
02:00	0	0	0	2	2
03:00	1	0	1	2	4
04:00	0	2	1	1	4
05:00	3	2	1	1	7
06:00	6	3	9	15	33
07:00	16	17	22	27	82
08:00	35	22	16	18	91
09:00	24	19	15	15	73
10:00	22	17	23	23	85
11:00	21	26	16	25	88
12:00	32	30	22	24	108
13:00	38	32	28	15	113
14:00	21	27	40	39	127
15:00	34	45	47	45	171
16:00	40	38	55	54	187
17:00	62	62	55	72	251
18:00	64	37	54	45	200
19:00	31	40	34	46	151
20:00	41	21	30	25	117
21:00	22	29	27	16	94
22:00	15	10	11	8	44
23:00	7	2	3	2	14
				TOTAL	2061

AM PEAK HOUR	07:30-08:30
VOLUME	106
PM PEAK HOUR	17:15-18:15
VOLUME	253

DIRECTION:	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	6	2	3	2	13
01:00	4	3	1	2	10
02:00	0	1	1	0	2
03:00	0	0	1	2	3
04:00	2	4	3	5	14
05:00	15	15	16	22	68
06:00	17	23	27	37	104
07:00	62	67	99	52	280
08:00	54	41	49	31	175
09:00	47	34	29	24	134
10:00	32	46	29	29	136
11:00	41	24	38	23	126
12:00	37	33	17	33	120
13:00	27	28	20	37	112
14:00	31	37	42	27	137
15:00	32	46	41	22	141
16:00	42	37	35	33	147
17:00	35	39	35	27	136
18:00	31	43	41	35	150
19:00	37	27	29	20	113
20:00	14	10	15	11	50
21:00	19	10	13	6	48
22:00	16	5	2	4	27
23:00	4	1	4	0	9
				TOTAL	2255

AM PEAK HOUR	07:00-08:00
VOLUME	280
PM PEAK HOUR	18:15-19:15
VOLUME	156

TOTAL BI-DIRECTIONAL VOLUME	4316

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.

PROJECT: SAN DIMAS PROJECT

LOCATION: CALLE BANDERA N/O AVENIDA LOMA VISTA

DATE: WEDNESDAY, JANUARY 25, 2006

FILE NO: A-2

DIRECTION	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	1	0	1
03:00	0	0	0	0	0
04:00	0	2	0	0	2
05:00	2	0	1	1	4
06:00	0	0	0	0	0
07:00	1	2	0	0	3
08:00	0	0	0	0	0
09:00	0	0	1	0	1
10:00	0	1	1	0	2
11:00	0	3	0	1	4
12:00	1	0	0	0	1
13:00	1	0	0	0	1
14:00	0	0	3	1	4
15:00	1	1	1	2	5
16:00	0	2	3	0	5
17:00	0	2	0	0	2
18:00	0	0	0	4	4
19:00	0	0	0	1	1
20:00	0	0	0	0	0
21:00	0	1	0	0	1
22:00	2	0	0	0	2
23:00	0	0	0	0	0
				TOTAL	43

AM PEAK HOUR	05:00-06:00
VOLUME	4
PM PEAK HOUR	15:45-16:45
VOLUME	7

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	1	0	0	1
05:00	2	0	0	0	2
06:00	0	0	0	0	0
07:00	0	1	0	0	1
08:00	0	0	0	0	0
09:00	0	0	0	1	1
10:00	0	0	1	0	1
11:00	0	2	1	1	4
12:00	1	1	0	0	2
13:00	0	0	1	0	1
14:00	1	0	0	2	3
15:00	0	1	1	3	5
16:00	0	0	1	1	2
17:00	2	0	1	1	4
18:00	0	1	0	0	1
19:00	0	1	0	0	1
20:00	0	0	0	0	0
21:00	1	0	0	0	1
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	30

AM PEAK HOUR	11:00-12:00
VOLUME	4
PM PEAK HOUR	15:00-16:00
VOLUME	5

TOTAL BI-DIRECTIONAL VOLUME	73

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

APPENDIX B

LEVEL OF SERVICE WORKSHEETS

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & ARROW HIGHWAY
DATE: 1/11/2006 INITIALS: JTO EXISTING PEAK HOUR

			AM PEAK HOUR				PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING VOLUMES	V/C		CRITICAL PAIR	EXISTING VOLUMES	V/C		CRITICAL PAIR
NB LEFT	1	1,600	62	0.039			114	0.071		
NB THRU	2	3,200	111	0.064	*		232	0.102	*	
NB RIGHT	0	0	94	0.000			95	0.000		
						0.110				0.154
SB LEFT	1	1,600	73	0.046	*		83	0.052	*	
SB THRU	2	3,200	161	0.066			183	0.081		
SB RIGHT	0	0	49	0.000			75	0.000		
EB LEFT	1	1,600	55	0.034			246	0.154		
EB THRU	2	3,200	524	0.180	*		1246	0.421	*	
EB RIGHT	0	0	52	0.000			100	0.000		
						0.238				0.49
WB LEFT	1	1,600	93	0.058	*		110	0.069	*	
WB THRU	2	3,200	642	0.201			903	0.282		
WB RIGHT	1	1,600	43	0.027			83	0.052		

NORTH/SOUTH CRITICAL SUM	0.110	NORTH/SOUTH CRITICAL SUM	0.154
EAST/WEST CRITICAL SUM	0.238	EAST/WEST CRITICAL SUM	0.49
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.448	INTERSECTION ICU VALUE	0.744
AM INTERSECTION LOS	A	PM INTERSECTION LOS	C

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & ARROW HIGHWAY
DATE: 1/11/2006 INITIALS: JTO EXISTING + TRAFFIC GROWTH WITHOUT PROJECT

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	TRAFFIC GROWTH	TOTAL	V/C		CRITICAL PAIR	EXISTING	TRAFFIC GROWTH	TOTAL	V/C		CRITICAL PAIR
NB LEFT	1	1,600	62	25	87	0.055	*		114	105	219	0.137	*	
NB THRU	2	3,200	111	5	116	0.036			232	27	259	0.113		
NB RIGHT	0	0	94	3	97	0.000			95	9	104	0.000		
								0.125						0.222
SB LEFT	1	1,600	73	11	84	0.053			83	12	95	0.059		
SB THRU	2	3,200	161	7	168	0.070	*		183	7	190	0.085	*	
SB RIGHT	0	0	49	8	57	0.000			75	8	83	0.000		
EB LEFT	1	1,600	55	5	60	0.038			246	12	258	0.161		
EB THRU	2	3,200	524	80	604	0.216	*		1246	44	1290	0.438	*	
EB RIGHT	0	0	52	34	86	0.000			100	12	112	0.000		
								0.287						0.510
WB LEFT	1	1,600	93	21	114	0.071	*		110	5	115	0.072	*	
WB THRU	2	3,200	642	22	664	0.207			903	28	931	0.291		
WB RIGHT	1	1,600	43	1	44	0.027			83	2	85	0.053		

NORTH/SOUTH CRITICAL SUM	0.125	NORTH/SOUTH CRITICAL SUM	0.222
EAST/WEST CRITICAL SUM	0.287	EAST/WEST CRITICAL SUM	0.510
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.512	INTERSECTION ICU VALUE	0.832
AM INTERSECTION LOS	A	PM INTERSECTION LOS	D
AM IMPACT	0.064	PM IMPACT	0.088

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & ARROW HIGHWAY
DATE: 1/11/2006 INITIALS: JTO EXISTING + TRAFFIC GROWTH WITH PROJECT

			AM PEAK HOUR							PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	TRAFFIC GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	TRAFFIC GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR
NB LEFT	1	1,600	62	25	1	88	0.055	*		114	105	1	220	0.138	*	
NB THRU	2	3,200	111	5	2	118	0.068			232	27	2	261	0.114		
NB RIGHT	0	0	94	3	2	99	0.000			95	9	1	105	0.000		
									0.126							0.224
SB LEFT	1	1,600	73	11	0	84	0.053			83	12	0	95	0.059		
SB THRU	2	3,200	161	7	1	169	0.071	*		183	7	3	193	0.086	*	
SB RIGHT	0	0	49	8	0	57	0.000			75	8	0	83	0.000		
EB LEFT	1	1,600	55	5	0	60	0.038			246	12	0	258	0.161		
EB THRU	2	3,200	524	80	0	604	0.216	*		1246	44	0	1290	0.439	*	
EB RIGHT	0	0	52	34	1	87	0.000			100	12	2	114	0.000		
									0.288							0.512
WB LEFT	1	1,600	93	21	1	115	0.072	*		110	5	2	117	0.073	*	
WB THRU	2	3,200	642	22	0	664	0.207			903	28	0	931	0.291		
WB RIGHT	1	1,600	43	1	0	44	0.027			83	2	0	85	0.053		

NORTH/SOUTH CRITICAL SUM	0.126
EAST/WEST CRITICAL SUM	0.288
CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.514
AM INTERSECTION LOS	A
AM IMPACT	0.002

NORTH/SOUTH CRITICAL SUM	0.224
EAST/WEST CRITICAL SUM	0.512
CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.836
PM INTERSECTION LOS	D
PM IMPACT	0.004

WITH PROJECT

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & VIA VERDE
DATE: 1/11/2006 INITIALS: JTO EXISTING PEAK HOUR

			AM PEAK HOUR				PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING VOLUMES	V/C		CRITICAL PAIR	EXISTING VOLUMES	V/C		CRITICAL PAIR
NB LEFT	1	1,600	64	0.040			57	0.036		
NB THRU	2	3,200	32	0.048	*		50	0.037	*	
NB RIGHT	0	0	120	0.000			67	0.000		
						0.138				0.132
SB LEFT	1	1,600	144	0.090	*		152	0.095	*	
SB THRU	2	3,200	25	0.047			62	0.068		
SB RIGHT	0	0	124	0.000			157	0.000		
EB LEFT	1	1,600	158	0.099	*		187	0.117	*	
EB THRU	2	3,200	265	0.093			317	0.126		
EB RIGHT	0	0	32	0.000			85	0.000		
						0.198				0.23
WB LEFT	1	1,600	52	0.033			125	0.078		
WB THRU	2	3,200	318	0.099	*		360	0.113	*	
WB RIGHT	1	1,600	69	0.043			164	0.103		

NORTH/SOUTH CRITICAL SUM	0.138	NORTH/SOUTH CRITICAL SUM	0.132
EAST/WEST CRITICAL SUM	0.198	EAST/WEST CRITICAL SUM	0.23
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.436	INTERSECTION ICU VALUE	0.462
AM INTERSECTION LOS	A	PM INTERSECTION LOS	A

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & VIA VERDE
DATE: 1/11/2006 INITIALS: JTO EXISTING + TRAFFIC GROWTH WITHOUT PROJECT

					AM PEAK HOUR					PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	TRAFFIC GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	TRAFFIC GROWTH	TOTAL	V/C	CRITICAL PAIR
NB LEFT	1	1,600	64	1	65	0.041		57	1	58	0.036	
NB THRU	2	3,200	32	1	33	0.048 *		50	1	51	0.037 *	
NB RIGHT	0	0	120	2	122	0.000		67	1	68	0.000	
							0.142					0.146
SB LEFT	1	1,600	144	6	150	0.094 *		152	23	175	0.109 *	
SB THRU	2	3,200	25	1	26	0.048		62	1	63	0.070	
SB RIGHT	0	0	124	3	127	0.000		157	5	162	0.000	
EB LEFT	1	1,600	158	4	162	0.101 *		187	4	191	0.119 *	
EB THRU	2	3,200	265	5	270	0.095		317	6	323	0.128	
EB RIGHT	0	0	32	1	33	0.000		85	2	87	0.000	
							0.202					0.234
WB LEFT	1	1,600	52	1	53	0.033		125	3	128	0.08	
WB THRU	2	3,200	318	6	324	0.101 *		360	7	367	0.115 *	
WB RIGHT	1	1,600	69	16	85	0.053		164	12	176	0.11	

NORTH/SOUTH CRITICAL SUM	0.142	NORTH/SOUTH CRITICAL SUM	0.146
EAST/WEST CRITICAL SUM	0.202	EAST/WEST CRITICAL SUM	0.234
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.444	INTERSECTION ICU VALUE	0.480
AM INTERSECTION LOS	A	PM INTERSECTION LOS	A
AM IMPACT	0.008	PM IMPACT	0.018

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & VIA VERDE
DATE: 1/11/2006 INITIALS: JTO EXISTING + TRAFFIC GROWTH WITH PROJECT

									AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	TRAFFIC GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR	EXISTING	TRAFFIC GROWTH	PROJECT	TOTAL	V/C		CRITICAL PAIR
NB LEFT	1	1,600	64	1	0	65	0.041			57	1	0	58	0.036		
NB THRU	2	3,200	32	1	0	33	0.048	*		50	1	1	52	0.038	*	
NB RIGHT	0	0	120	2	0	122	0.000			67	1	0	68	0.000		
									0.157							0.157
SB LEFT	1	1,600	144	6	25	175	0.109	*		152	23	16	191	0.119	*	
SB THRU	2	3,200	25	1	1	27	0.051			62	1	0	63	0.072		
SB RIGHT	0	0	124	3	8	135	0.000			157	5	5	167	0.000		
EB LEFT	1	1,600	158	4	3	165	0.103	*		187	4	9	200	0.125	*	
EB THRU	2	3,200	265	5	0	270	0.095			317	6	0	323	0.128		
EB RIGHT	0	0	32	1	0	33	0.000			85	2	0	87	0.000		
									0.204							0.253
WB LEFT	1	1,600	52	1	0	53	0.033			125	3	0	128	0.08		
WB THRU	2	3,200	318	6	0	324	0.101	*		360	7	0	367	0.115		
WB RIGHT	1	1,600	69	16	8	93	0.058			164	12	29	205	0.128	*	

NORTH/SOUTH CRITICAL SUM	0.157
EAST/WEST CRITICAL SUM	0.204
CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.461
AM INTERSECTION LOS	A
AM IMPACT	0.017

NORTH/SOUTH CRITICAL SUM	0.157
EAST/WEST CRITICAL SUM	0.253
CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.510
PM INTERSECTION LOS	A
PM IMPACT	0.030

WITH PROJECT

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & 210 FREEWAY SOUTHBOUND RAMPS
DATE: 1/11/2006 INITIALS: JTO EXISTING PEAK HOUR

			AM PEAK HOUR				PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING VOLUMES	V/C		CRITICAL PAIR	EXISTING VOLUMES	V/C		CRITICAL PAIR
NB LEFT	0	0	1	0.000	*		3	0.000	*	
NB THRU	1	1,600	3	0.003			38	0.026		
NB RIGHT	1	1,600	3	0.002			43	0.027		
						0.161				0.243
SB LEFT	0	0	12	0.000			28	0.000		
SB THRU-LEFT	1	1,600	55	0.042			10	0.024		
SB RIGHT	1	1,600	258	0.161	*		389	0.243	*	
EB LEFT	2	2,880	268	0.093	*		218	0.076	*	
EB THRU	2	3,200	240	0.083			317	0.101		
EB RIGHT	0	0	25	0.000			7	0.000		
						0.157				0.204
WB LEFT	1	1,600	59	0.037			12	0.008		
WB THRU	2	3,200	174	0.064	*		268	0.128	*	
WB RIGHT	0	0	30	0.000			143	0.000		

NORTH/SOUTH CRITICAL SUM	0.161	NORTH/SOUTH CRITICAL SUM	0.243
EAST/WEST CRITICAL SUM	0.157	EAST/WEST CRITICAL SUM	0.204
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.418	INTERSECTION ICU VALUE	0.547
AM INTERSECTION LOS	A	PM INTERSECTION LOS	A

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & 210 FREEWAY SOUTHBOUND RAMPS
DATE: 1/11/2006 INITIALS: JTO EXISTING + TRAFFIC GROWTH WITHOUT PROJECT

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	TRAFFIC GROWTH	TOTAL	V/C		CRITICAL PAIR	EXISTING	TRAFFIC GROWTH	TOTAL	V/C		CRITICAL PAIR
NB LEFT	0	0	1	0	1	0.000	*		3	0	3	0.000	*	
NB THRU	1	1,600	3	0	3	0.003			38	1	39	0.026		
NB RIGHT	1	1,600	3	0	3	0.002			43	1	44	0.027		
								0.164						0.248
SB LEFT	0	0	12	0	12	0.000			28	1	29	0.000		
SB THRU-LEFT	1	1,600	55	1	56	0.043			10	0	10	0.024		
SB RIGHT	1	1,600	258	5	263	0.164	*		389	8	397	0.248	*	
EB LEFT	2	2,880	268	8	276	0.096	*		218	24	242	0.084	*	
EB THRU	2	3,200	240	5	245	0.084			317	6	323	0.103		
EB RIGHT	0	0	25	1	26	0.000			7	0	7	0.000		
								0.166						0.218
WB LEFT	1	1,600	59	1	60	0.038			12	0	12	0.008		
WB THRU	2	3,200	174	18	192	0.070	*		268	14	282	0.134	*	
WB RIGHT	0	0	30	1	31	0.000			143	3	146	0.000		

NORTH/SOUTH CRITICAL SUM	0.164	NORTH/SOUTH CRITICAL SUM	0.248
EAST/WEST CRITICAL SUM	0.166	EAST/WEST CRITICAL SUM	0.218
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.430	INTERSECTION ICU VALUE	0.566
AM INTERSECTION LOS	A	PM INTERSECTION LOS	A
AM IMPACT	0.012	PM IMPACT	0.019

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & 210 FREEWAY SOUTHBOUND RAMPS
DATE: 1/11/2006 INITIALS: JTO EXISTING + TRAFFIC GROWTH WITH PROJECT

			AM PEAK HOUR						PM PEAK HOUR					
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	TRAFFIC GROWTH	PROJECT	TOTAL	V/C	CRITICAL PAIR	EXISTING	TRAFFIC GROWTH	PROJECT	TOTAL	V/C	CRITICAL PAIR
NB LEFT	0	0	1	0	0	1	0.000 *		3	0	0	3	0.000 *	
NB THRU	1	1,600	3	0	0	3	0.003		38	1	0	39	0.026	
NB RIGHT	1	1,600	3	0	0	3	0.002		43	1	0	44	0.027	
								0.167						0.257
SB LEFT	0	0	12	0	0	12	0.000		28	1	0	29	0.000	
SB THRU-LEFT	1	1,600	55	1	0	56	0.043		10	0	0	10	0.024	
SB RIGHT	1	1,600	258	5	4	267	0.167 *		389	8	14	411	0.257 *	
EB LEFT	2	2,880	268	8	14	290	0.101 *		218	24	8	250	0.087 *	
EB THRU	2	3,200	240	5	11	256	0.088		317	6	8	331	0.106	
EB RIGHT	0	0	25	1	0	26	0.000		7	0	0	7	0.000	
								0.172						0.226
WB LEFT	1	1,600	59	1	0	60	0.038		12	0	0	12	0.008	
WB THRU	2	3,200	174	18	4	196	0.071 *		268	14	15	297	0.139 *	
WB RIGHT	0	0	30	1	0	31	0.000		143	3	0	146	0.000	

NORTH/SOUTH CRITICAL SUM	0.16698
EAST/WEST CRITICAL SUM	0.172
CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.439
AM INTERSECTION LOS	A
AM IMPACT	0.008

NORTH/SOUTH CRITICAL SUM	0.257
EAST/WEST CRITICAL SUM	0.226
CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.583
PM INTERSECTION LOS	A
PM IMPACT	0.017

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & 210 FREEWAY NORTHBOUND RAMPS
DATE: 1/11/2006 INITIALS: JTO EXISTING PEAK HOUR

			AM PEAK HOUR				PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING VOLUMES	V/C		CRITICAL PAIR	EXISTING VOLUMES	V/C		CRITICAL PAIR
NB LEFT	0	0	0	0.000	*		0	0.000	*	
NB THRU	0	0	0	0.000			0	0.000		
NB RIGHT	0	0	0	0.000			0	0.000		
						0.153				0.223
SB LEFT	1	1,600	11	0.007			6	0.004		
SB THRU	0	0	0	0.000			0	0.000		
SB RIGHT	1	1,600	244	0.153	*		356	0.223	*	
EB LEFT	1	1,600	227	0.142	*		341	0.213	*	
EB THRU	1	1,600	16	0.010			46	0.029		
EB RIGHT	0	0	0	0.000			0	0.000		
						0.152				0.241
WB LEFT	0	0	0	0.000			0	0.000		
WB THRU	2	3,200	16	0.010	*		56	0.028	*	
WB RIGHT	0	0	17	0.000			32	0.000		

NORTH/SOUTH CRITICAL SUM	0.153	NORTH/SOUTH CRITICAL SUM	0.223
EAST/WEST CRITICAL SUM	0.152	EAST/WEST CRITICAL SUM	0.241
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.405	INTERSECTION ICU VALUE	0.564
AM INTERSECTION LOS	A	PM INTERSECTION LOS	A

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & 210 FREEWAY NORTHBOUND RAMPS
DATE: 1/11/2006 INITIALS: JTO EXISTING + TRAFFIC GROWTH WITHOUT PROJECT

			AM PEAK HOUR					PM PEAK HOUR				
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	TRAFFIC GROWTH	TOTAL	V/C	CRITICAL PAIR	EXISTING	TRAFFIC GROWTH	TOTAL	V/C	CRITICAL PAIR
NB LEFT	0	0	0	0	0	0.000		0	0	0	0.000	
NB THRU	0	0	0	0	0	0.000		0	0	0	0.000	
NB RIGHT	0	0	0	0	0	0.000		0	0	0	0.000	
							0.165					0.233
SB LEFT	1	1,600	11	0	11	0.007		6	0	6	0.004	
SB THRU	0	0	0	0	0	0.000		0	0	0	0.000	
SB RIGHT	1	1,600	244	20	264	0.165	*	356	16	372	0.233	*
EB LEFT	1	1,600	227	5	232	0.145	*	341	7	348	0.217	*
EB THRU	1	1,600	16	0	16	0.010		46	1	47	0.029	
EB RIGHT	0	0	0	0	0	0.000		0	0	0	0.000	
							0.156					0.245
WB LEFT	0	0	0	0	0	0.000		0	0	0	0.000	
WB THRU	2	3,200	16	0	16	0.011	*	56	1	57	0.028	*
WB RIGHT	0	0	17	0	17	0.000		32	1	33	0.000	

NORTH/SOUTH CRITICAL SUM	0.165	NORTH/SOUTH CRITICAL SUM	0.233
EAST/WEST CRITICAL SUM	0.156	EAST/WEST CRITICAL SUM	0.245
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.421	INTERSECTION ICU VALUE	0.578
AM INTERSECTION LOS	A	PM INTERSECTION LOS	A
AM IMPACT	0.016	PM IMPACT	0.014

Overland Traffic Consultants, Inc.

VISTA VERDE RANCH ALTERNATIVE ACCESS
ICU CALCULATIONS

INTERSECTION: SAN DIMAS AVENUE & AVENIDA LOMA VISTA
DATE: 1/11/2006 INITIALS: JTO EXISTING PEAK HOUR

			AM PEAK HOUR				PM PEAK HOUR			
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING VOLUMES	V/C		CRITICAL PAIR	EXISTING VOLUMES	V/C		CRITICAL PAIR
NB LEFT	1	1,600	41	0.026	*		98	0.061	*	
NB THRU	1	1,600	158	0.099			238	0.149		
NB RIGHT	0	0	0	0.000			0	0.000		
						0.187				0.194
SB LEFT	0	0	0	0.000			0	0.000		
SB THRU	1	1,600	257	0.161	*		212	0.133	*	
SB RIGHT	1	1,600	47	0.029			111	0.069		
EB LEFT	1	1,600	111	0.069			75	0.047	*	
EB THRU	0	0	0	0.000			0	0.000		
EB RIGHT	1	1,600	134	0.084	*		47	0.029		
						0.084				0.047
WB LEFT	0	0	0	0.000			0	0.000		
WB THRU	0	0	0	0.000			0	0.000		
WB RIGHT	0	0	0	0.000			0	0.000		

NORTH/SOUTH CRITICAL SUM	0.187	NORTH/SOUTH CRITICAL SUM	0.194
EAST/WEST CRITICAL SUM	0.084	EAST/WEST CRITICAL SUM	0.047
CLEARANCE INTERVAL	0.100	CLEARANCE INTERVAL	0.100
INTERSECTION ICU VALUE	0.371	INTERSECTION ICU VALUE	0.341
AM INTERSECTION LOS	A	PM INTERSECTION LOS	A