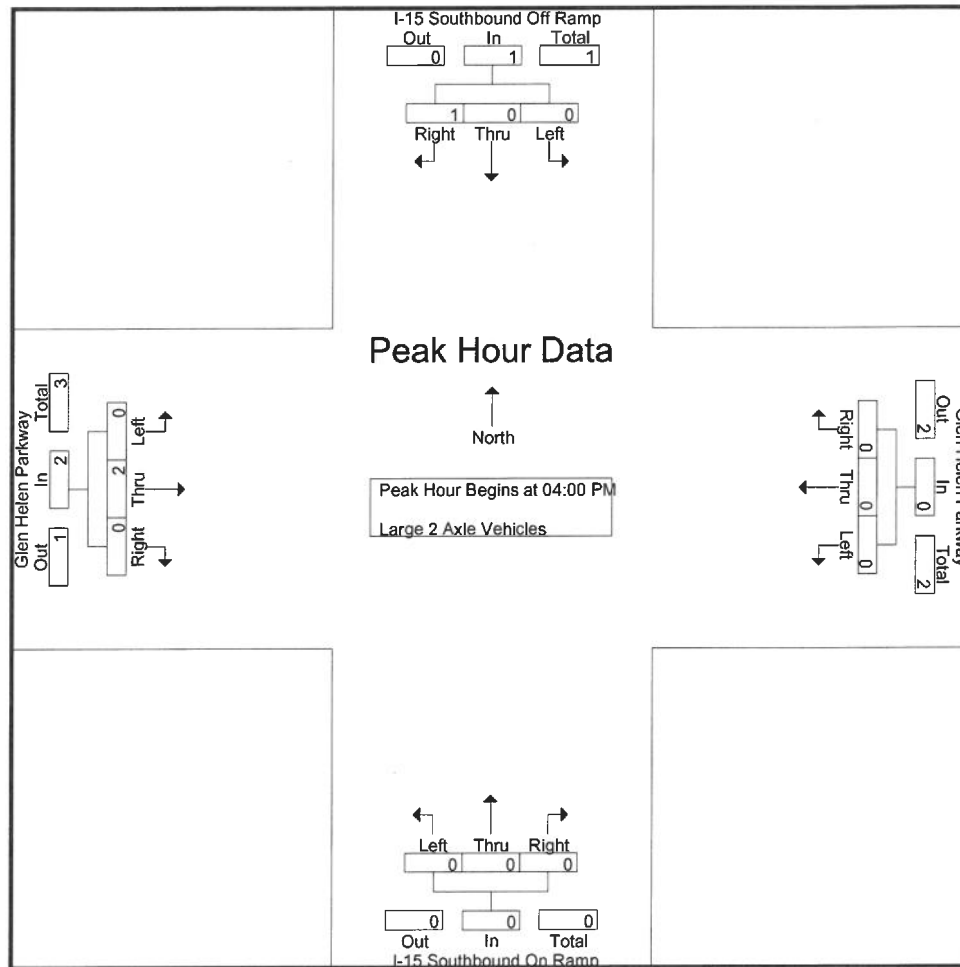


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County of San Bernardino
N/S: I-15 Southbound Ramps
E/W: Glen Helen Parkway
Weather: Clear

File Name : 12_CSB_15S_GH Rd Sat PM
Site Code : 00324695
Start Date : 8/17/2024
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.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

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County of San Bernardino
N/S: I-15 Southbound Ramps
E/W: Glen Helen Parkway
Weather: Clear

File Name : 12_CSB_15S_GH Rd Sat PM
Site Code : 00324695
Start Date : 8/17/2024
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Groups Printed- 3 Axle Vehicles

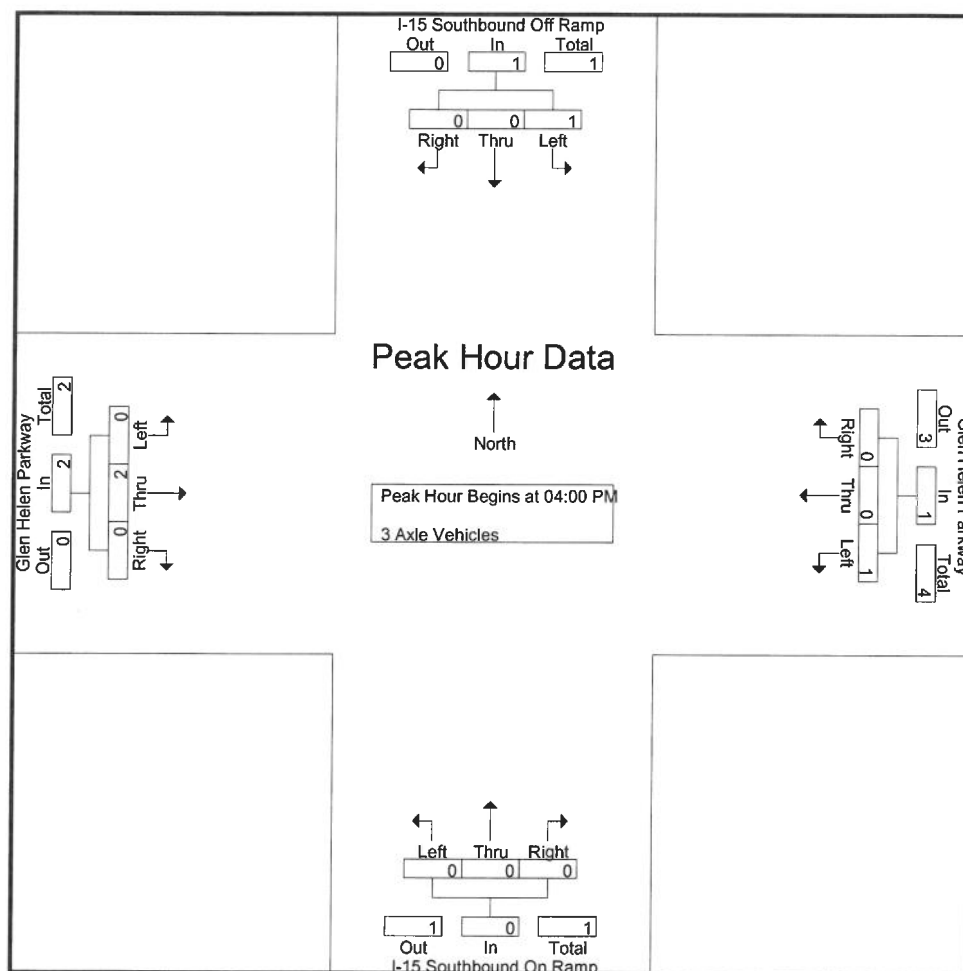
	I-15 Southbound Off Ramp Southbound				Glen Helen Parkway Westbound				I-15 Southbound On Ramp Northbound				Glen Helen Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	1	0	0	1	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	2	0	0	2	0	0	0	0	0	2	0	2	5
Apprch %	100	0	0		100	0	0		0	0	0		0	100	0		
Total %	20	0	0	20	40	0	0	40	0	0	0	0	0	40	0	40	

	I-15 Southbound Off Ramp Southbound				Glen Helen Parkway Westbound				I-15 Southbound On Ramp Northbound				Glen Helen Parkway 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	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	1	0	0	1	0	0	0	0	0	2	0	2	4
% App. Total	100	0	0		100	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

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E/W: Glen Helen Parkway
Weather: Clear

File Name : 12_CSB_15S_GH Rd Sat PM
Site Code : 00324695
Start Date : 8/17/2024
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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	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	1	0	0	1	0	0	0	0	0	2	0	2
% App. Total	100	0	0		100	0	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

File Name : 12_CSB_15S_GH Rd Sat PM
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File Name : 12_CSB_15S_GH Rd Sat PM
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[illegible][illegible]

File Name : 12_CSB_15S_GH Rd Sat PM
Site Code : 00324695
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The diagram illustrates the peak hour data for the I-15 Southbound Off Ramp and Glen Helen Parkway. It includes a central box indicating that the peak hour begins at 04:00 PM for 4+ axle trucks. A north arrow points upwards. The data is presented in three main sections:

- I-15 Southbound Off Ramp:** Shows a total of 6 vehicles. The breakdown is 0 Out, 6 In, and 0 Total. The directional flow is 0 Right, 3 Thru, and 3 Left.
- Glen Helen Parkway:** Shows a total of 0 vehicles. The breakdown is 0 Out, 0 In, and 0 Total. The directional flow is 0 Right, 0 Thru, and 0 Left.
- I-15 Southbound On Ramp:** Shows a total of 3 vehicles. The breakdown is 3 Out, 0 In, and 0 Total. The directional flow is 0 Left, 0 Thru, and 0 Right.

[illegible]

APPENDIX B

VOLUME DEVELOPMENT WORKSHEETS

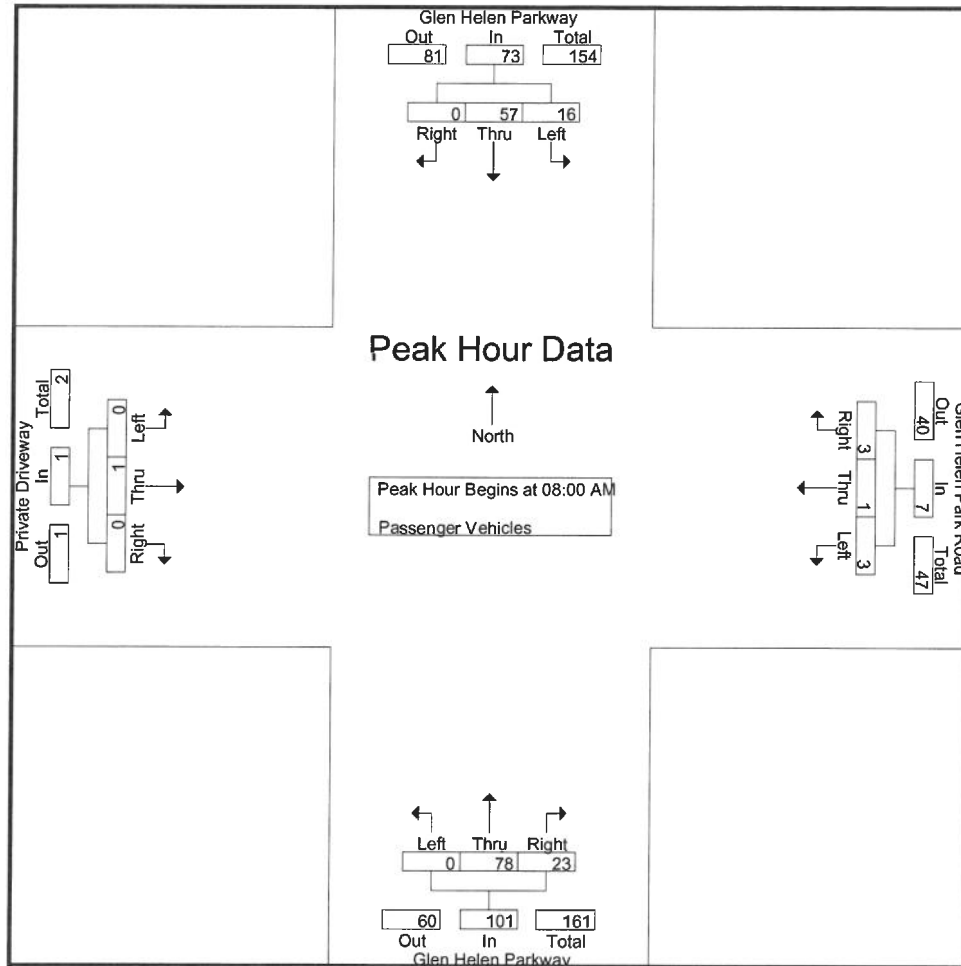
Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
1 Glen Helen Parkway/I-215 Northbound Ramps						
NBL	133	4	137	165	27	192
NBT	104	1	105	218	7	225
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	175	2	177	115	2	117
SBR	72	0	72	85	0	85
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	49	11	60	114	13	127
WBT	0	0	0	4	0	4
WBR	147	0	147	139	0	139
North Leg						
Approach	247	2	249	200	2	202
Departure	251	1	252	357	7	364
Total	498	3	501	557	9	566
South Leg						
Approach	237	5	242	383	34	417
Departure	224	13	237	229	15	244
Total	461	18	479	612	49	661
East Leg						
Approach	196	11	207	257	13	270
Departure	0	0	0	0	0	0
Total	196	11	207	257	13	270
West Leg						
Approach	0	0	0	0	0	0
Departure	205	4	209	254	27	281
Total	205	4	209	254	27	281
Total Approaches						
Approach	680	18	698	840	49	889
Departure	680	18	698	840	49	889
Total	1,360	36	1,396	1,680	98	1,778

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File Name : 08_CSB_GH_GHP Rd Sat AM
Site Code : 00324695
Start Date : 8/17/2024
Page No : 2



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				08:00 AM			
+0 mins.	0	11	0	11	1	0	0	1	0	15	10	25	0	0	0	0
+15 mins.	4	10	0	14	1	0	1	2	0	17	6	23	0	0	0	0
+30 mins.	5	15	0	20	0	0	0	0	0	22	2	24	0	0	0	0
+45 mins.	7	21	0	28	1	1	2	4	0	24	5	29	0	1	0	1
Total Volume	16	57	0	73	3	1	3	7	0	78	23	101	0	1	0	1
% App. Total	21.9	78.1	0		42.9	14.3	42.9		0	77.2	22.8		0	100	0	
PHF	.571	.679	.000	.652	.750	.250	.375	.438	.000	.813	.575	.871	.000	.250	.000	.250

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File Name : 08_CSB_GH_GHP Rd Sat AM
Site Code : 00324695
Start Date : 8/17/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

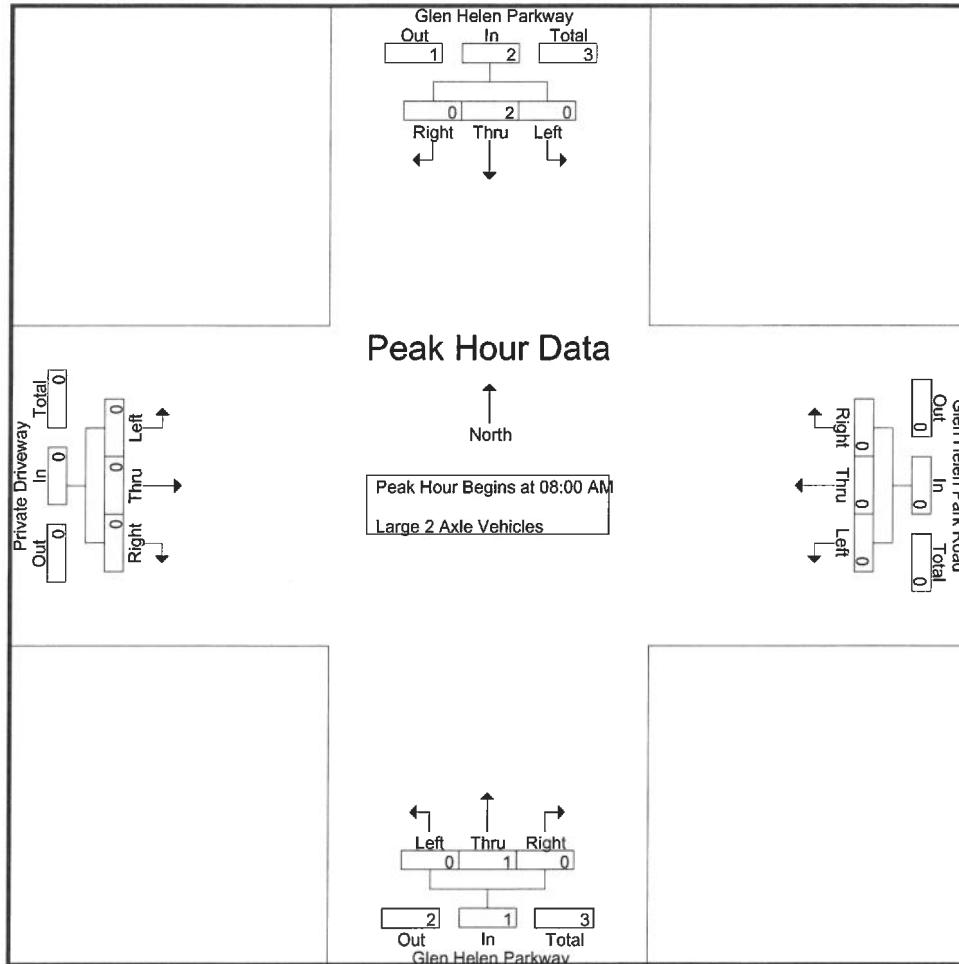
	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	62.5	0	62.5	0	0	0	0	0	37.5	0	37.5	0	0	0	0	

	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway 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 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	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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File Name : 08_CSB_GH_GHP Rd Sat AM
Site Code : 00324695
Start Date : 8/17/2024
Page No : 2



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

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Weather: Clear

File Name : 08_CSB_GH_GHP Rd Sat AM
Site Code : 00324695
Start Date : 8/17/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

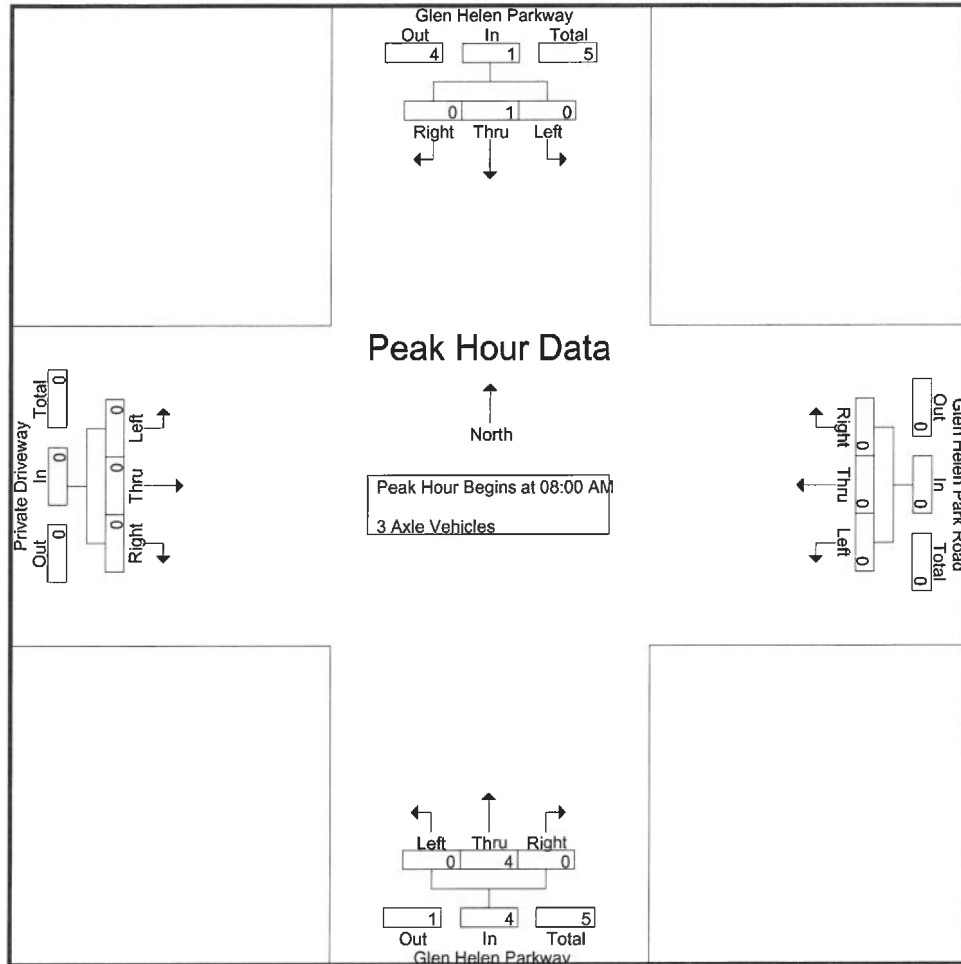
	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Grand Total	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	27.3	0	27.3	0	0	0	0	0	72.7	0	72.7	0	0	0	0	

	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway 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 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	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.417

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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				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	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	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

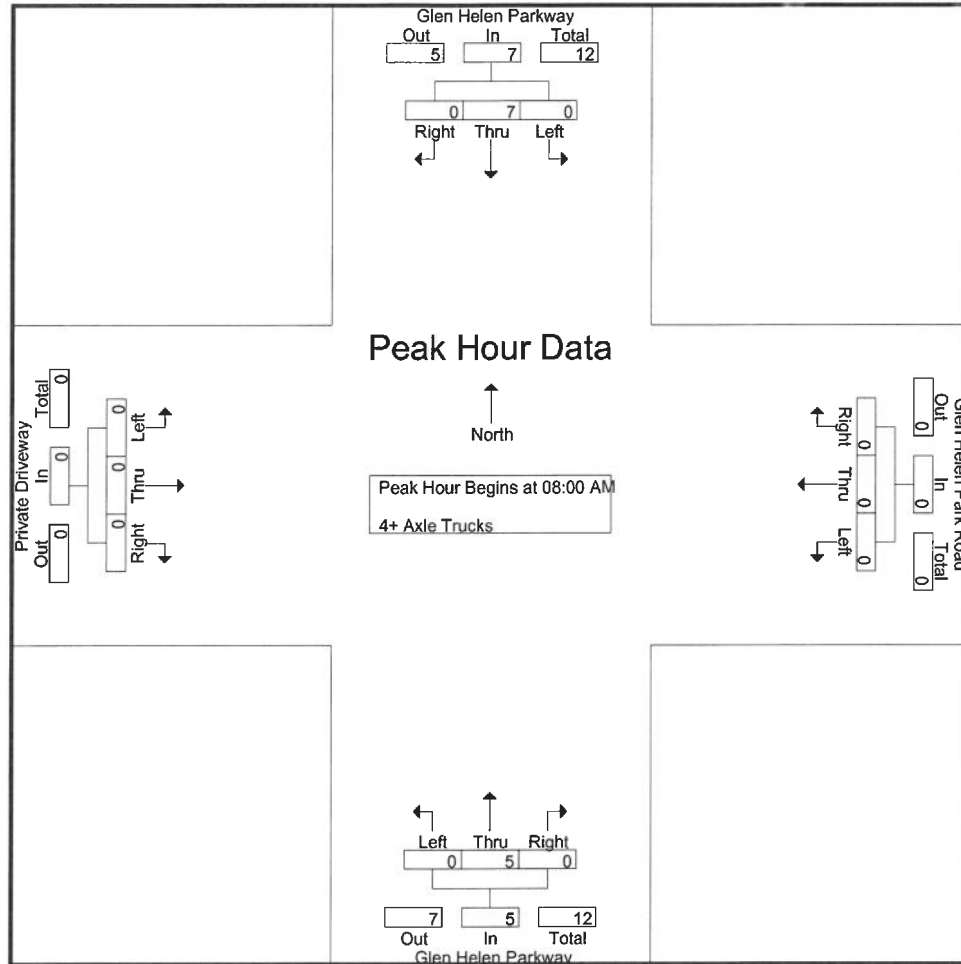
	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	9	0	9	0	0	0	0	0	7	0	7	0	0	0	0	16
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
Grand Total	0	16	0	16	0	0	0	0	0	12	0	12	0	0	0	0	28
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	57.1	0	57.1	0	0	0	0	0	42.9	0	42.9	0	0	0	0	

	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway 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 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	1	0	1	0	0	0	0	1
08:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.600

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

County of San Bernardino
N/S: Glen Helen Parkway
E/W: Glen Helen Park Road
Weather: Clear

File Name : 08_CSB_GH_GHP Rd Sat AM
Site Code : 00324695
Start Date : 8/17/2024
Page No : 2



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				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

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County of San Bernardino
N/S: Glen Helen Parkway
E/W: Glen Helen Park Road
Weather: Clear

File Name : 08_CSB_GH_GHP Rd Sat PM
Site Code : 00324695
Start Date : 8/17/2024
Page No : 1

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

	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway 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	25	0	28	14	0	22	36	0	29	2	31	0	0	0	0	95
04:15 PM	2	22	0	24	6	1	8	15	1	21	4	26	1	0	0	1	66
04:30 PM	1	29	0	30	9	0	11	20	0	27	3	30	0	1	0	1	81
04:45 PM	2	15	0	17	16	1	18	35	0	22	4	26	0	0	0	0	78
Total	8	91	0	99	45	2	59	106	1	99	13	113	1	1	0	2	320
05:00 PM	1	29	0	30	6	0	4	10	0	22	2	24	0	1	0	1	65
05:15 PM	2	16	0	18	17	2	9	28	0	25	1	26	0	1	0	1	73
05:30 PM	1	21	0	22	4	1	5	10	0	21	2	23	0	1	0	1	56
05:45 PM	1	23	1	25	4	0	1	5	0	38	2	40	1	0	0	1	71
Total	5	89	1	95	31	3	19	53	0	106	7	113	1	3	0	4	265
Grand Total	13	180	1	194	76	5	78	159	1	205	20	226	2	4	0	6	585
Apprch %	6.7	92.8	0.5		47.8	3.1	49.1		0.4	90.7	8.8		33.3	66.7	0		
Total %	2.2	30.8	0.2	33.2	13	0.9	13.3	27.2	0.2	35	3.4	38.6	0.3	0.7	0	1	
Passenger Vehicles	13	171	1	185	76	5	77	158	1	195	20	216	2	4	0	6	565
% Passenger Vehicles	100	95	100	95.4	100	100	98.7	99.4	100	95.1	100	95.6	100	100	0	100	96.6
Large 2 Axle Vehicles	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
% Large 2 Axle Vehicles	0	1.1	0	1	0	0	1.3	0.6	0	1.5	0	1.3	0	0	0	0	1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	1.1	0	1	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.5
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
% 4+ Axle Trucks	0	2.8	0	2.6	0	0	0	0	0	2.9	0	2.7	0	0	0	0	1.9

	Glen Helen Parkway Southbound				Glen Helen Park Road Westbound				Glen Helen Parkway Northbound				Private Driveway 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	3	25	0	28	14	0	22	36	0	29	2	31	0	0	0	0	95
04:15 PM	2	22	0	24	6	1	8	15	1	21	4	26	1	0	0	1	66
04:30 PM	1	29	0	30	9	0	11	20	0	27	3	30	0	1	0	1	81
04:45 PM	2	15	0	17	16	1	18	35	0	22	4	26	0	0	0	0	78
Total Volume	8	91	0	99	45	2	59	106	1	99	13	113	1	1	0	2	320
% App. Total	8.1	91.9	0		42.5	1.9	55.7		0.9	87.6	11.5		50	50	0		
PHF	.667	.784	.000	.825	.703	.500	.670	.736	.250	.853	.813	.911	.250	.250	.000	.500	.842

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
2 Glen Helen Parkway/I-215 Southbound Ramps						
NBL	0	0	0	0	0	0
NBT	203	5	208	251	33	284
NBR	197	5	202	155	40	195
SBL	104	0	104	77	0	77
SBT	120	13	133	152	15	167
SBR	0	0	0	0	0	0
EBL	34	0	34	132	0	132
EBT	1	0	1	1	0	1
EBR	159	7	166	344	9	353
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	224	13	237	229	15	244
Departure	237	5	242	383	33	416
Total	461	18	479	612	48	660
South Leg						
Approach	400	10	410	406	73	479
Departure	279	20	299	496	24	520
Total	679	30	709	902	97	999
East Leg						
Approach	0	0	0	0	0	0
Departure	302	5	307	233	40	273
Total	302	5	307	233	40	273
West Leg						
Approach	194	7	201	477	9	486
Departure	0	0	0	0	0	0
Total	194	7	201	477	9	486
Total Approaches						
Approach	818	30	848	1,112	97	1,209
Departure	818	30	848	1,112	97	1,209
Total	1,636	60	1,696	2,224	194	2,418

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
3 Glen Helen Parkway/Cajon Boulevard						
NBL	5	0	5	168	0	168
NBT	57	10	67	50	73	123
NBR	110	1	111	87	7	94
SBL	223	0	223	257	0	257
SBT	38	20	58	56	24	80
SBR	18	0	18	183	0	183
EBL	150	0	150	112	0	112
EBT	71	0	71	54	0	54
EBR	24	0	24	39	0	39
WBL	95	2	97	164	2	166
WBT	11	0	11	247	0	247
WBR	193	0	193	244	0	244
North Leg						
Approach	279	20	299	496	24	520
Departure	400	10	410	406	73	479
Total	679	30	709	902	97	999
South Leg						
Approach	172	11	183	305	80	385
Departure	157	22	179	259	26	285
Total	329	33	362	564	106	670
East Leg						
Approach	299	2	301	655	2	657
Departure	404	1	405	398	7	405
Total	703	3	706	1,053	9	1,062
West Leg						
Approach	245	0	245	205	0	205
Departure	34	0	34	598	0	598
Total	279	0	279	803	0	803
Total Approaches						
Approach	995	33	1,028	1,661	106	1,767
Departure	995	33	1,028	1,661	106	1,767
Total	1,990	66	2,056	3,322	212	3,534

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
4 Glen Helen Parkway/Glen Helen Regional Park Gate 4						
NBL	0	0	0	0	0	0
NBT	207	11	218	344	80	424
NBR	0	0	0	0	0	0
SBL	0	0	0	1	0	1
SBT	128	22	150	213	26	239
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	1	0	1	1	0	1
North Leg						
Approach	128	22	150	214	26	240
Departure	208	11	219	345	80	425
Total	336	33	369	559	106	665
South Leg						
Approach	207	11	218	344	80	424
Departure	128	22	150	213	26	239
Total	335	33	368	557	106	663
East Leg						
Approach	1	0	1	1	0	1
Departure	0	0	0	1	0	1
Total	1	0	1	2	0	2
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	336	33	369	559	106	665
Departure	336	33	369	559	106	665
Total	672	66	738	1,118	212	1,330

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
5 Glen Helen Parkway/Glen Helen Regional Park Gate 3						
NBL	0	0	0	0	0	0
NBT	207	11	218	344	80	424
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	128	22	150	213	26	239
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	128	22	150	213	26	239
Departure	207	11	218	344	80	424
Total	335	33	368	557	106	663
South Leg						
Approach	207	11	218	344	80	424
Departure	128	22	150	213	26	239
Total	335	33	368	557	106	663
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	335	33	368	557	106	663
Departure	335	33	368	557	106	663
Total	670	66	736	1,114	212	1,326

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
6 Glen Helen Parkway/Glen Helen Road-Glen Helen Regional Park Gate 2						
NBL	7	0	7	3	0	3
NBT	191	11	202	334	80	414
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	121	22	143	204	26	230
SBR	17	0	17	22	0	22
EBL	15	0	15	5	0	5
EBT	0	0	0	0	0	0
EBR	10	0	10	12	0	12
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	138	22	160	226	26	252
Departure	206	11	217	339	80	419
Total	344	33	377	565	106	671
South Leg						
Approach	198	11	209	337	80	417
Departure	131	22	153	216	26	242
Total	329	33	362	553	106	659
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	25	0	25	17	0	17
Departure	24	0	24	25	0	25
Total	49	0	49	42	0	42
Total Approaches						
Approach	361	33	394	580	106	686
Departure	361	33	394	580	106	686
Total	722	66	788	1,160	212	1,372

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
7 Glen Helen Parkway/Sheriff's Rodeo Parking Lot Driveway 1						
NBL	0	0	0	0	0	0
NBT	196	11	207	313	80	393
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	118	22	140	234	26	260
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	118	22	140	234	26	260
Departure	196	11	207	313	80	393
Total	314	33	347	547	106	653
South Leg						
Approach	196	11	207	313	80	393
Departure	118	22	140	234	26	260
Total	314	33	347	547	106	653
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	314	33	347	547	106	653
Departure	314	33	347	547	106	653
Total	628	66	694	1,094	212	1,306

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
8 Glen Helen Parkway/Glen Helen Park Road (Glen Helen Regional Park Gate 1)						
NBL	0	0	0	0	0	0
NBT	170	0	170	295	0	295
NBR	10	14	24	1	17	18
SBL	9	22	31	2	26	28
SBT	132	0	132	240	0	240
SBR	1	0	1	0	0	0
EBL	1	0	1	1	0	1
EBT	5	0	5	1	0	1
EBR	0	0	0	2	0	2
WBL	1	7	8	5	53	58
WBT	4	0	4	2	0	2
WBR	3	11	14	12	80	92
North Leg						
Approach	142	22	164	242	26	268
Departure	174	11	185	308	80	388
Total	316	33	349	550	106	656
South Leg						
Approach	180	14	194	296	17	313
Departure	133	7	140	247	53	300
Total	313	21	334	543	70	613
East Leg						
Approach	8	18	26	19	133	152
Departure	24	36	60	4	43	47
Total	32	54	86	23	176	199
West Leg						
Approach	6	0	6	4	0	4
Departure	5	0	5	2	0	2
Total	11	0	11	6	0	6
Total Approaches						
Approach	336	54	390	561	176	737
Departure	336	54	390	561	176	737
Total	672	108	780	1,122	352	1,474

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
9 Glen Helen Parkway/Sheriff's Rodeo Parking Lot Driveway 2						
NBL	0	0	0	0	0	0
NBT	175	14	189	300	17	317
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	137	7	144	233	53	286
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	137	7	144	233	53	286
Departure	175	14	189	300	17	317
Total	312	21	333	533	70	603
South Leg						
Approach	175	14	189	300	17	317
Departure	137	7	144	233	53	286
Total	312	21	333	533	70	603
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	312	21	333	533	70	603
Departure	312	21	333	533	70	603
Total	624	42	666	1,066	140	1,206

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
10 Clearwater Parkway/Glen Helen Parkway						
NBL	391	0	391	123	0	123
NBT	0	0	0	0	0	0
NBR	68	2	70	32	2	34
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	68	13	81	267	15	282
EBR	116	0	116	233	0	233
WBL	42	1	43	82	7	89
WBT	108	6	114	148	47	195
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	459	2	461	155	2	157
Departure	158	1	159	315	7	322
Total	617	3	620	470	9	479
East Leg						
Approach	150	7	157	230	54	284
Departure	136	15	151	299	17	316
Total	286	22	308	529	71	600
West Leg						
Approach	184	13	197	500	15	515
Departure	499	6	505	271	47	318
Total	683	19	702	771	62	833
Total Approaches						
Approach	793	22	815	885	71	956
Departure	793	22	815	885	71	956
Total	1,586	44	1,630	1,770	142	1,912

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
11 I-15 Northbound Ramps/Glen Helen Parkway						
NBL	3	0	3	5	0	5
NBT	3	0	3	18	0	18
NBR	93	13	106	350	15	365
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	55	0	55	53	0	53
EBT	91	0	91	150	0	150
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	327	6	333	211	47	258
WBR	172	0	172	60	0	60
North Leg						
Approach	0	0	0	0	0	0
Departure	230	0	230	131	0	131
Total	230	0	230	131	0	131
South Leg						
Approach	99	13	112	373	15	388
Departure	0	0	0	0	0	0
Total	99	13	112	373	15	388
East Leg						
Approach	499	6	505	271	47	318
Departure	184	13	197	500	15	515
Total	683	19	702	771	62	833
West Leg						
Approach	146	0	146	203	0	203
Departure	330	6	336	216	47	263
Total	476	6	482	419	47	466
Total Approaches						
Approach	744	19	763	847	62	909
Departure	744	19	763	847	62	909
Total	1,488	38	1,526	1,694	124	1,818

Table C-1 - Existing Weekday Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
12 I-15 Southbound Ramps/Glen Helen Parkway						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	108	0	108	155	0	155
SBT	25	0	25	38	0	38
SBR	13	0	13	19	0	19
EBL	0	0	0	0	0	0
EBT	38	0	38	48	0	48
EBR	6	0	6	7	0	7
WBL	312	6	318	194	47	241
WBT	18	0	18	22	0	22
WBR	0	0	0	0	0	0
North Leg						
Approach	146	0	146	212	0	212
Departure	0	0	0	0	0	0
Total	146	0	146	212	0	212
South Leg						
Approach	0	0	0	0	0	0
Departure	343	6	349	239	47	286
Total	343	6	349	239	47	286
East Leg						
Approach	330	6	336	216	47	263
Departure	146	0	146	203	0	203
Total	476	6	482	419	47	466
West Leg						
Approach	44	0	44	55	0	55
Departure	31	0	31	41	0	41
Total	75	0	75	96	0	96
Total Approaches						
Approach	520	6	526	483	47	530
Departure	520	6	526	483	47	530
Total	1,040	12	1,052	966	94	1,060

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
1 Glen Helen Parkway/I-215 Northbound Ramps						
NBL	106	4	110	77	40	117
NBT	59	1	60	105	10	115
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	74	2	76	58	2	60
SBR	69	0	69	78	0	78
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	51	11	62	23	12	35
WBT	2	0	2	5	0	5
WBR	40	0	40	62	0	62
North Leg						
Approach	143	2	145	136	2	138
Departure	99	1	100	167	10	177
Total	242	3	245	303	12	315
South Leg						
Approach	165	5	170	182	50	232
Departure	125	13	138	81	14	95
Total	290	18	308	263	64	327
East Leg						
Approach	93	11	104	90	12	102
Departure	0	0	0	0	0	0
Total	93	11	104	90	12	102
West Leg						
Approach	0	0	0	0	0	0
Departure	177	4	181	160	40	200
Total	177	4	181	160	40	200
Total Approaches						
Approach	401	18	419	408	64	472
Departure	401	18	419	408	64	472
Total	802	36	838	816	128	944

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
2 Glen Helen Parkway/I-215 Southbound Ramps						
NBL	0	0	0	0	0	0
NBT	125	5	130	105	51	156
NBR	65	5	70	71	61	132
SBL	53	0	53	29	0	29
SBT	72	13	85	52	14	66
SBR	0	0	0	0	0	0
EBL	40	0	40	77	0	77
EBT	6	0	6	6	0	6
EBR	150	7	157	126	8	134
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	125	13	138	81	14	95
Departure	165	5	170	182	51	233
Total	290	18	308	263	65	328
South Leg						
Approach	190	10	200	176	112	288
Departure	222	20	242	178	22	200
Total	412	30	442	354	134	488
East Leg						
Approach	0	0	0	0	0	0
Departure	124	5	129	106	61	167
Total	124	5	129	106	61	167
West Leg						
Approach	196	7	203	209	8	217
Departure	0	0	0	0	0	0
Total	196	7	203	209	8	217
Total Approaches						
Approach	511	30	541	466	134	600
Departure	511	30	541	466	134	600
Total	1,022	60	1,082	932	268	1,200

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
3 Glen Helen Parkway/Cajon Boulevard						
NBL	13	0	13	21	0	21
NBT	39	10	49	45	111	156
NBR	53	1	54	80	10	90
SBL	151	0	151	118	0	118
SBT	41	20	61	30	21	51
SBR	29	0	29	30	0	30
EBL	45	0	45	39	0	39
EBT	20	0	20	29	0	29
EBR	14	0	14	19	0	19
WBL	47	2	49	54	2	56
WBT	17	0	17	35	0	35
WBR	107	0	107	92	0	92
North Leg						
Approach	221	20	241	178	21	199
Departure	191	10	201	176	111	287
Total	412	30	442	354	132	486
South Leg						
Approach	105	11	116	146	121	267
Departure	102	22	124	103	23	126
Total	207	33	240	249	144	393
East Leg						
Approach	171	2	173	181	2	183
Departure	224	1	225	227	10	237
Total	395	3	398	408	12	420
West Leg						
Approach	79	0	79	87	0	87
Departure	59	0	59	86	0	86
Total	138	0	138	173	0	173
Total Approaches						
Approach	576	33	609	592	144	736
Departure	576	33	609	592	144	736
Total	1,152	66	1,218	1,184	288	1,472

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
4 Glen Helen Parkway/Glen Helen Regional Park Gate 4						
NBL	0	0	0	0	0	0
NBT	106	11	117	167	121	288
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	90	22	112	106	23	129
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	90	22	112	106	23	129
Departure	106	11	117	167	121	288
Total	196	33	229	273	144	417
South Leg						
Approach	106	11	117	167	121	288
Departure	90	22	112	106	23	129
Total	196	33	229	273	144	417
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	196	33	229	273	144	417
Departure	196	33	229	273	144	417
Total	392	66	458	546	288	834

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
5 Glen Helen Parkway/Glen Helen Regional Park Gate 3						
NBL	0	0	0	0	0	0
NBT	106	11	117	167	121	288
NBR	0	0	0	0	0	0
SBL	1	0	1	0	0	0
SBT	89	22	111	106	23	129
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	90	22	112	106	23	129
Departure	106	11	117	167	121	288
Total	196	33	229	273	144	417
South Leg						
Approach	106	11	117	167	121	288
Departure	89	22	111	106	23	129
Total	195	33	228	273	144	417
East Leg						
Approach	0	0	0	0	0	0
Departure	1	0	1	0	0	0
Total	1	0	1	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	196	33	229	273	144	417
Departure	196	33	229	273	144	417
Total	392	66	458	546	288	834

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
6 Glen Helen Parkway/Glen Helen Road-Glen Helen Regional Park Gate 2						
NBL	10	0	10	5	0	5
NBT	96	11	107	160	121	281
NBR	1	0	1	1	0	1
SBL	2	0	2	0	0	0
SBT	79	22	101	100	23	123
SBR	15	0	15	6	0	6
EBL	15	0	15	12	0	12
EBT	0	0	0	0	0	0
EBR	13	0	13	3	0	3
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	1	0	1	1	0	1
North Leg						
Approach	96	22	118	106	23	129
Departure	112	11	123	173	121	294
Total	208	33	241	279	144	423
South Leg						
Approach	107	11	118	166	121	287
Departure	92	22	114	103	23	126
Total	199	33	232	269	144	413
East Leg						
Approach	1	0	1	1	0	1
Departure	3	0	3	1	0	1
Total	4	0	4	2	0	2
West Leg						
Approach	28	0	28	15	0	15
Departure	25	0	25	11	0	11
Total	53	0	53	26	0	26
Total Approaches						
Approach	232	33	265	288	144	432
Departure	232	33	265	288	144	432
Total	464	66	530	576	288	864

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
7 Glen Helen Parkway/Sheriff's Rodeo Parking Lot Driveway 1						
NBL	0	0	0	1	0	1
NBT	104	11	115	200	121	321
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	92	22	114	167	23	190
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	92	22	114	167	23	190
Departure	104	11	115	200	121	321
Total	196	33	229	367	144	511
South Leg						
Approach	104	11	115	201	121	322
Departure	92	22	114	167	23	190
Total	196	33	229	368	144	512
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	1	0	1
Total	0	0	0	1	0	1
Total Approaches						
Approach	196	33	229	368	144	512
Departure	196	33	229	368	144	512
Total	392	66	458	736	288	1,024

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
8 Glen Helen Parkway/Glen Helen Park Road (Glen Helen Regional Park Gate 1)						
NBL	0	0	0	1	0	1
NBT	103	0	103	106	0	106
NBR	23	14	37	13	16	29
SBL	16	22	38	8	23	31
SBT	83	0	83	95	0	95
SBR	0	0	0	0	0	0
EBL	0	0	0	1	0	1
EBT	1	0	1	1	0	1
EBR	0	0	0	0	0	0
WBL	3	7	10	45	81	126
WBT	1	0	1	2	0	2
WBR	3	11	14	59	121	180
North Leg						
Approach	99	22	121	103	23	126
Departure	106	11	117	166	121	287
Total	205	33	238	269	144	413
South Leg						
Approach	126	14	140	120	16	136
Departure	86	7	93	140	81	221
Total	212	21	233	260	97	357
East Leg						
Approach	7	18	25	106	202	308
Departure	40	36	76	22	39	61
Total	47	54	101	128	241	369
West Leg						
Approach	1	0	1	2	0	2
Departure	1	0	1	3	0	3
Total	2	0	2	5	0	5
Total Approaches						
Approach	233	54	287	331	241	572
Departure	233	54	287	331	241	572
Total	466	108	574	662	482	1,144

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
9 Glen Helen Parkway/Sheriff's Rodeo Parking Lot Driveway 2						
NBL	0	0	0	0	0	0
NBT	111	14	125	115	16	131
NBR	0	0	0	0	0	0
SBL	3	0	3	0	0	0
SBT	73	7	80	139	81	220
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	76	7	83	139	81	220
Departure	111	14	125	115	16	131
Total	187	21	208	254	97	351
South Leg						
Approach	111	14	125	115	16	131
Departure	73	7	80	139	81	220
Total	184	21	205	254	97	351
East Leg						
Approach	0	0	0	0	0	0
Departure	3	0	3	0	0	0
Total	3	0	3	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	187	21	208	254	97	351
Departure	187	21	208	254	97	351
Total	374	42	416	508	194	702

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
10 Clearwater Parkway/Glen Helen Parkway						
NBL	115	0	115	94	0	94
NBT	0	0	0	0	0	0
NBR	29	2	31	19	2	21
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	84	13	97	95	14	109
EBR	53	0	53	137	0	137
WBL	16	1	17	26	10	36
WBT	56	6	62	118	71	189
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	144	2	146	113	2	115
Departure	69	1	70	163	10	173
Total	213	3	216	276	12	288
East Leg						
Approach	72	7	79	144	81	225
Departure	113	15	128	114	16	130
Total	185	22	207	258	97	355
West Leg						
Approach	137	13	150	232	14	246
Departure	171	6	177	212	71	283
Total	308	19	327	444	85	529
Total Approaches						
Approach	353	22	375	489	97	586
Departure	353	22	375	489	97	586
Total	706	44	750	978	194	1,172

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
11 I-15 Northbound Ramps/Glen Helen Parkway						
NBL	7	0	7	5	0	5
NBT	8	0	8	1	0	1
NBR	101	13	114	147	14	161
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	34	0	34	42	0	42
EBT	36	0	36	85	0	85
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	131	6	137	151	71	222
WBR	40	0	40	61	0	61
North Leg						
Approach	0	0	0	0	0	0
Departure	82	0	82	104	0	104
Total	82	0	82	104	0	104
South Leg						
Approach	116	13	129	153	14	167
Departure	0	0	0	0	0	0
Total	116	13	129	153	14	167
East Leg						
Approach	171	6	177	212	71	283
Departure	137	13	150	232	14	246
Total	308	19	327	444	85	529
West Leg						
Approach	70	0	70	127	0	127
Departure	138	6	144	156	71	227
Total	208	6	214	283	71	354
Total Approaches						
Approach	357	19	376	492	85	577
Departure	357	19	376	492	85	577
Total	714	38	752	984	170	1,154

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
12 I-15 Southbound Ramps/Glen Helen Parkway						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	52	0	52	86	0	86
SBT	21	0	21	5	0	5
SBR	10	0	10	13	0	13
EBL	0	0	0	0	0	0
EBT	18	0	18	41	0	41
EBR	0	0	0	0	0	0
WBL	125	6	131	130	71	201
WBT	13	0	13	26	0	26
WBR	0	0	0	0	0	0
North Leg						
Approach	83	0	83	104	0	104
Departure	0	0	0	0	0	0
Total	83	0	83	104	0	104
South Leg						
Approach	0	0	0	0	0	0
Departure	146	6	152	135	71	206
Total	146	6	152	135	71	206
East Leg						
Approach	138	6	144	156	71	227
Departure	70	0	70	127	0	127
Total	208	6	214	283	71	354
West Leg						
Approach	18	0	18	41	0	41
Departure	23	0	23	39	0	39
Total	41	0	41	80	0	80
Total Approaches						
Approach	239	6	245	301	71	372
Departure	239	6	245	301	71	372
Total	478	12	490	602	142	744

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
13 0						
NBL	#REF!	0	#REF!	#REF!	0	#REF!
NBT	#REF!	0	#REF!	#REF!	0	#REF!
NBR	#REF!	0	#REF!	#REF!	0	#REF!
SBL	#REF!	0	#REF!	#REF!	0	#REF!
SBT	#REF!	0	#REF!	#REF!	0	#REF!
SBR	#REF!	0	#REF!	#REF!	0	#REF!
EBL	#REF!	0	#REF!	#REF!	0	#REF!
EBT	#REF!	0	#REF!	#REF!	0	#REF!
EBR	#REF!	0	#REF!	#REF!	0	#REF!
WBL	#REF!	0	#REF!	#REF!	0	#REF!
WBT	#REF!	0	#REF!	#REF!	0	#REF!
WBR	#REF!	0	#REF!	#REF!	0	#REF!
North Leg						
Approach	#REF!	0	#REF!	#REF!	0	#REF!
Departure	#REF!	0	#REF!	#REF!	0	#REF!
Total	#REF!	0	#REF!	#REF!	0	#REF!
South Leg						
Approach	#REF!	0	#REF!	#REF!	0	#REF!
Departure	#REF!	0	#REF!	#REF!	0	#REF!
Total	#REF!	0	#REF!	#REF!	0	#REF!
East Leg						
Approach	#REF!	0	#REF!	#REF!	0	#REF!
Departure	#REF!	0	#REF!	#REF!	0	#REF!
Total	#REF!	0	#REF!	#REF!	0	#REF!
West Leg						
Approach	#REF!	0	#REF!	#REF!	0	#REF!
Departure	#REF!	0	#REF!	#REF!	0	#REF!
Total	#REF!	0	#REF!	#REF!	0	#REF!
Total Approaches						
Approach	#REF!	0	#REF!	#REF!	0	#REF!
Departure	#REF!	0	#REF!	#REF!	0	#REF!
Total	#REF!	0	#REF!	#REF!	0	#REF!

Table C-2 - Existing Weekend Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		Existing No Project	Net Project Trips	Existing Plus Project	Existing No Project	Net Project Trips	Existing Plus Project
14	0						
NBL		#REF!		#REF!	#REF!		#REF!
NBT		#REF!		#REF!	#REF!		#REF!
NBR		#REF!		#REF!	#REF!		#REF!
SBL		#REF!		#REF!	#REF!		#REF!
SBT		#REF!		#REF!	#REF!		#REF!
SBR		#REF!		#REF!	#REF!		#REF!
EBL		#REF!		#REF!	#REF!		#REF!
EBT		#REF!		#REF!	#REF!		#REF!
EBR		#REF!		#REF!	#REF!		#REF!
WBL		#REF!		#REF!	#REF!		#REF!
WBT		#REF!		#REF!	#REF!		#REF!
WBR		#REF!		#REF!	#REF!		#REF!
North Leg							
Approach		#REF!	0	#REF!	#REF!	0	#REF!
Departure		#REF!	0	#REF!	#REF!	0	#REF!
Total		#REF!	0	#REF!		0	#REF!
South Leg							
Approach		#REF!	0	#REF!	#REF!	0	#REF!
Departure		#REF!	0	#REF!	#REF!	0	#REF!
Total		#REF!	0	#REF!	#REF!	0	#REF!
East Leg							
Approach		#REF!	0	#REF!	#REF!	0	#REF!
Departure		#REF!	0	#REF!	#REF!	0	#REF!
Total		#REF!	0	#REF!	#REF!	0	#REF!
West Leg							
Approach		#REF!	0	#REF!	#REF!	0	#REF!
Departure		#REF!	0	#REF!	#REF!	0	#REF!
Total		#REF!	0	#REF!	#REF!	0	#REF!
Total Approaches							
Approach		#REF!	0	#REF!	#REF!	0	#REF!
Departure		#REF!	0	#REF!	#REF!	0	#REF!
Total		#REF!	0	#REF!	#REF!	0	#REF!

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
1 Glen Helen Parkway/I-215 Northbound Ramps			
NBL	149	40	189
NBT	120	10	130
NBR	0	0	0
SBL	0	0	0
SBT	115	2	117
SBR	74	0	74
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	274	12	286
WBT	20	0	20
WBR	91	0	91
North Leg			
Approach	189	2	191
Departure	211	10	221
Total	400	12	412
South Leg			
Approach	269	50	319
Departure	389	14	403
Total	658	64	722
East Leg			
Approach	385	12	397
Departure	0	0	0
Total	385	12	397
West Leg			
Approach	0	0	0
Departure	243	40	283
Total	243	40	283
Total Approaches			
Approach	843	64	907
Departure	843	64	907
Total	1,686	128	1,814

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
2 Glen Helen Parkway/I-215 Southbound Ramps			
NBL	1	0	1
NBT	191	51	242
NBR	210	61	271
SBL	46	0	46
SBT	343	14	357
SBR	0	0	0
EBL	78	0	78
EBT	6	0	6
EBR	241	8	249
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
North Leg			
Approach	389	14	403
Departure	269	51	320
Total	658	65	723
South Leg			
Approach	402	112	514
Departure	584	22	606
Total	986	134	1,120
East Leg			
Approach	0	0	0
Departure	262	61	323
Total	262	61	323
West Leg			
Approach	325	8	333
Departure	1	0	1
Total	326	8	334
Total Approaches			
Approach	1,116	134	1,250
Departure	1,116	134	1,250
Total	2,232	268	2,500

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
3 Glen Helen Parkway/Cajon Boulevard			
NBL	26	0	26
NBT	114	111	225
NBR	53	10	63
SBL	145	0	145
SBT	410	21	431
SBR	29	0	29
EBL	168	0	168
EBT	43	0	43
EBR	120	0	120
WBL	129	2	131
WBT	36	0	36
WBR	120	0	120
North Leg			
Approach	584	21	605
Departure	402	111	513
Total	986	132	1,118
South Leg			
Approach	193	121	314
Departure	659	23	682
Total	852	144	996
East Leg			
Approach	285	2	287
Departure	241	10	251
Total	526	12	538
West Leg			
Approach	331	0	331
Departure	91	0	91
Total	422	0	422
Total Approaches			
Approach	1,393	144	1,537
Departure	1,393	144	1,537
Total	2,786	288	3,074

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
4 Glen Helen Parkway/Glen Helen Regional Park Gate			
NBL	1	0	1
NBT	141	121	262
NBR	0	0	0
SBL	1	0	1
SBT	649	23	672
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	13	0	13
WBT	0	0	0
WBR	45	0	45
North Leg			
Approach	650	23	673
Departure	186	121	307
Total	836	144	980
South Leg			
Approach	142	121	263
Departure	662	23	685
Total	804	144	948
East Leg			
Approach	58	0	58
Departure	1	0	1
Total	59	0	59
West Leg			
Approach	0	0	0
Departure	1	0	1
Total	1	0	1
Total Approaches			
Approach	850	144	994
Departure	850	144	994
Total	1,700	288	1,988

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
5 Glen Helen Parkway/Glen Helen Regional Park Gate			
NBL	0	0	0
NBT	142	121	263
NBR	291	0	291
SBL	186	0	186
SBT	476	23	499
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
North Leg			
Approach	662	23	685
Departure	142	121	263
Total	804	144	948
South Leg			
Approach	433	121	554
Departure	476	23	499
Total	909	144	1,053
East Leg			
Approach	0	0	0
Departure	477	0	477
Total	477	0	477
West Leg			
Approach	0	0	0
Departure	0	0	0
Total	0	0	0
Total Approaches			
Approach	1,095	144	1,239
Departure	1,095	144	1,239
Total	2,190	288	2,478

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
6 Glen Helen Parkway/Glen Helen Road-Glen Helen Rd			
NBL	98	0	98
NBT	412	121	533
NBR	0	0	0
SBL	14	0	14
SBT	266	23	289
SBR	195	0	195
EBL	39	0	39
EBT	0	0	0
EBR	24	0	24
WBL	0	0	0
WBT	0	0	0
WBR	1	0	1
North Leg			
Approach	475	23	498
Departure	452	121	573
Total	927	144	1,071
South Leg			
Approach	510	121	631
Departure	290	23	313
Total	800	144	944
East Leg			
Approach	1	0	1
Departure	14	0	14
Total	15	0	15
West Leg			
Approach	63	0	63
Departure	293	0	293
Total	356	0	356
Total Approaches			
Approach	1,049	144	1,193
Departure	1,049	144	1,193
Total	2,098	288	2,386

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
7 Glen Helen Parkway/Sheriff's Rodeo Parking Lot Dri			
NBL	4	0	4
NBT	558	121	679
NBR	0	0	0
SBL	5	0	5
SBT	270	23	293
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
North Leg			
Approach	275	23	298
Departure	558	121	679
Total	834	144	978
South Leg			
Approach	562	121	683
Departure	270	23	293
Total	833	144	977
East Leg			
Approach	0	0	0
Departure	5	0	5
Total	5	0	5
West Leg			
Approach	0	0	0
Departure	4	0	4
Total	4	0	4
Total Approaches			
Approach	838	144	982
Departure	838	144	982
Total	1,675	288	1,963

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
8 Glen Helen Parkway/Glen Helen Park Road (Glen He			
NBL	0	0	0
NBT	466	0	466
NBR	284	16	300
SBL	178	23	201
SBT	99	0	99
SBR	0	0	0
EBL	0	0	0
EBT	1	0	1
EBR	0	0	0
WBL	76	81	157
WBT	2	0	2
WBR	105	121	226
North Leg			
Approach	277	23	300
Departure	571	121	692
Total	848	144	992
South Leg			
Approach	750	16	766
Departure	175	81	256
Total	925	97	1,022
East Leg			
Approach	183	202	385
Departure	463	39	502
Total	646	241	887
West Leg			
Approach	1	0	1
Departure	2	0	2
Total	3	0	3
Total Approaches			
Approach	1,211	241	1,452
Departure	1,211	241	1,452
Total	2,422	482	2,904

- Existing Event Peak Hour PCE Volume

PM Peak Hour 1			
	Existing No Project	Net Project Trips	Existing Plus Project
9 Glen Helen Parkway/Sheriff's Rodeo Parking Lot Dri			
NBL	306	0	306
NBT	708	16	724
NBR	0	0	0
SBL	0	0	0
SBT	156	81	237
SBR	46	0	46
EBL	0	0	0
EBT	0	0	0
EBR	3	0	3
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0
North Leg			
Approach	202	81	283
Departure	708	16	724
Total	910	97	1,007
South Leg			
Approach	1,014	16	1,030
Departure	159	81	240
Total	1,173	97	1,270
East Leg			
Approach	0	0	0
Departure	0	0	0
Total	0	0	0
West Leg			
Approach	3	0	3
Departure	352	0	352
Total	355	0	355
Total Approaches			
Approach	1,219	97	1,316
Departure	1,219	97	1,316
Total	2,438	194	2,632

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
10 Clearwater Parkway/Glen Helen Parkway			
NBL	103	0	103
NBT	0	0	0
NBR	39	2	41
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	1,067	14	1,081
EBR	122	0	122
WBL	26	10	36
WBT	134	71	205
WBR	0	0	0
North Leg			
Approach	0	0	0
Departure	0	0	0
Total	0	0	0
South Leg			
Approach	142	2	144
Departure	148	10	158
Total	290	12	302
East Leg			
Approach	160	81	241
Departure	1,106	16	1,122
Total	1,266	97	1,363
West Leg			
Approach	1,189	14	1,203
Departure	237	71	308
Total	1,426	85	1,511
Total Approaches			
Approach	1,491	97	1,588
Departure	1,491	97	1,588
Total	2,982	194	3,176

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
11 I-15 Northbound Ramps/Glen Helen Parkway			
NBL	17	0	17
NBT	2	0	2
NBR	788	14	802
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	69	0	69
EBT	401	0	401
EBR	0	0	0
WBL	0	0	0
WBT	149	71	220
WBR	88	0	88
North Leg			
Approach	0	0	0
Departure	159	0	159
Total	159	0	159
South Leg			
Approach	807	14	821
Departure	0	0	0
Total	807	14	821
East Leg			
Approach	237	71	308
Departure	1,189	14	1,203
Total	1,426	85	1,511
West Leg			
Approach	470	0	470
Departure	166	71	237
Total	636	71	707
Total Approaches			
Approach	1,514	85	1,599
Departure	1,514	85	1,599
Total	3,028	170	3,198

- Existing Event Peak Hour PCE Volume

	PM Peak Hour 1		
	Existing No Project	Net Project Trips	Existing Plus Project
12 I-15 Southbound Ramps/Glen Helen Parkway			
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	380	0	380
SBT	11	0	11
SBR	27	0	27
EBL	0	0	0
EBT	90	0	90
EBR	3	0	3
WBL	144	71	215
WBT	22	0	22
WBR	0	0	0
North Leg			
Approach	418	0	418
Departure	0	0	0
Total	418	0	418
South Leg			
Approach	0	0	0
Departure	158	71	229
Total	158	71	229
East Leg			
Approach	166	71	237
Departure	470	0	470
Total	636	71	707
West Leg			
Approach	93	0	93
Departure	49	0	49
Total	142	0	142
Total Approaches			
Approach	677	71	748
Departure	677	71	748
Total	1,354	142	1,496

- Existing Event Peak Hour PCE Volume

		PM Peak Hour 1		
		Existing No Project	Net Project Trips	Existing Plus Project
13	0			
NBL		#REF!	0	#REF!
NBT		#REF!	0	#REF!
NBR		#REF!	0	#REF!
SBL		#REF!	0	#REF!
SBT		#REF!	0	#REF!
SBR		#REF!	0	#REF!
EBL		#REF!	0	#REF!
EBT		#REF!	0	#REF!
EBR		#REF!	0	#REF!
WBL		#REF!	0	#REF!
WBT		#REF!	0	#REF!
WBR		#REF!	0	#REF!
North Leg				
Approach		#REF!	0	#REF!
Departure		#REF!	0	#REF!
Total		#REF!	0	#REF!
South Leg				
Approach		#REF!	0	#REF!
Departure		#REF!	0	#REF!
Total		#REF!	0	#REF!
East Leg				
Approach		#REF!	0	#REF!
Departure		#REF!	0	#REF!
Total		#REF!	0	#REF!
West Leg				
Approach		#REF!	0	#REF!
Departure		#REF!	0	#REF!
Total		#REF!	0	#REF!
Total Approaches				
Approach		#REF!	0	#REF!
Departure		#REF!	0	#REF!
Total		#REF!	0	#REF!

- Existing Event Peak Hour PCE Volume

		PM Peak Hour 1		
		Existing No Project	Net Project Trips	Existing Plus Project
14	0			
NBL		0		0
NBT		0		0
NBR		0		0
SBL		0		0
SBT		0		0
SBR		0		0
EBL		0		0
EBT		0		0
EBR		0		0
WBL		0		0
WBT		0		0
WBR		0		0
North Leg				
Approach		0	0	0
Departure		0	0	0
Total		0	0	0
South Leg				
Approach		0	0	0
Departure		0	0	0
Total		0	0	0
East Leg				
Approach		0	0	0
Departure		0	0	0
Total		0	0	0
West Leg				
Approach		0	0	0
Departure		0	0	0
Total		0	0	0
Total Approaches				
Approach		0	0	0
Departure		0	0	0
Total		0	0	0

APPENDIX C

INTERSECTION LEVEL OF SERVICE WORKSHEETS

HCM 7th AWSC
1: Glen Helen Pkwy & I-215 NB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection

Intersection Delay, s/veh 9.4
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Traffic Vol, veh/h	0	0	0	49	0	147	133	104	0	0	175	72
Future Vol, veh/h	0	0	0	49	0	147	133	104	0	0	175	72
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	50	0	150	136	106	0	0	179	73
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	9.2	9.6	9.3
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	104	49	147	175	72
LT Vol	133	0	49	0	0	0
Through Vol	0	104	0	0	175	0
RT Vol	0	0	0	147	0	72
Lane Flow Rate	136	106	50	150	179	73
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.217	0.155	0.086	0.208	0.262	0.093
Departure Headway (Hd)	5.763	5.259	6.189	4.981	5.275	4.57
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	620	678	577	717	677	779
Service Time	3.525	3.021	3.949	2.741	3.035	2.33
HCM Lane V/C Ratio	0.219	0.156	0.087	0.209	0.264	0.094
HCM Control Delay, s/veh	10.1	9	9.5	9.1	9.9	7.8
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.3	0.8	1	0.3

HCM 7th AWSC
2: Glen Helen Pkwy & I-215 SB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection												
Intersection Delay, s/veh 13.5												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗					↖		↗	↖	
Traffic Vol, veh/h	34	1	159	0	0	0	0	203	197	104	120	0
Future Vol, veh/h	34	1	159	0	0	0	0	203	197	104	120	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	1	177	0	0	0	0	226	219	116	133	0
Number of Lanes	0	1	1	0	0	0	0	1	0	1	1	0

Approach	EB							NB			SB	
Opposing Approach								SB			NB	
Opposing Lanes	0							2			1	
Conflicting Approach Left	SB							EB				
Conflicting Lanes Left	2							2			0	
Conflicting Approach Right	NB										EB	
Conflicting Lanes Right	1							0			2	
HCM Control Delay, s/veh	0.3							17			10.1	
HCM LOS	B							C			B	

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	97%	0%	100%	0%
Vol Thru, %	51%	3%	0%	0%	100%
Vol Right, %	49%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	400	35	159	104	120
LT Vol	0	34	0	104	0
Through Vol	203	1	0	0	120
RT Vol	197	0	159	0	0
Lane Flow Rate	444	39	177	116	133
Geometry Grp	4b	5	5	5	5
Degree of Util (X)	0.642	0.073	0.274	0.197	0.208
Departure Headway (Hd)	5.202	6.779	5.578	6.134	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	698	529	645	586	639
Service Time	3.202	4.509	3.307	3.859	3.353
HCM Lane V/C Ratio	0.636	0.074	0.274	0.198	0.208
HCM Control Delay, s/veh	17	10	10.4	10.4	9.8
HCM Lane LOS	C	A	B	B	A
HCM 95th-ile Q	4.7	0.2	1.1	0.7	0.8

HCM 7th AWSC
3: Glen Helen Pkwy & Cajon Blvd

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection

Intersection Delay, s/veh 14.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	71	24	95	11	193	5	57	110	223	38	18
Future Vol, veh/h	150	71	24	95	11	193	5	57	110	223	38	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	163	77	26	103	12	210	5	62	120	242	41	20
Number of Lanes	1	2	0	1	2	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	3	3
HCM Control Delay, s/veh	13.4	13.2	13.8	16.7
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	3%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	33%	0%	100%	50%	0%	100%	2%	0%	68%
Vol Right, %	64%	0%	0%	50%	0%	0%	98%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	150	47	48	95	7	197	223	56
LT Vol	5	150	0	0	95	0	0	223	0
Through Vol	57	0	47	24	0	7	4	0	38
RT Vol	110	0	0	24	0	0	193	0	18
Lane Flow Rate	187	163	51	52	103	8	214	242	61
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.365	0.357	0.105	0.101	0.224	0.016	0.39	0.514	0.117
Departure Headway (Hd)	7.029	7.889	7.376	7.014	7.795	7.281	6.576	7.634	6.903
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	510	455	485	510	461	491	547	473	519
Service Time	4.781	5.643	5.129	4.766	5.545	5.031	4.325	5.381	4.65
HCM Lane V/C Ratio	0.367	0.358	0.105	0.102	0.223	0.016	0.391	0.512	0.118
HCM Control Delay, s/veh	13.8	15	11	10.6	12.8	10.2	13.5	18.2	10.6
HCM Lane LOS	B	B	B	B	B	B	B	C	B
HCM 95th-tile Q	1.7	1.6	0.3	0.3	0.8	0	1.8	2.9	0.4

HCM 7th TWSC
4: Glen Helen Pkwy & Gate 4

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	207	0	0	128
Future Vol, veh/h	0	1	207	0	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1	235	0	0	145
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	308	118	0	0	235	0
Stage 1	235	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	665	919	-	-	1344	-
Stage 1	788	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	665	919	-	-	1344	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	8.92	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	919	1344	-	
HCM Lane V/C Ratio	-	-	0.001	-	-	
HCM Control Delay (s/veh)	-	-	8.9	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 7th TWSC
5: Glen Helen Pkwy & Gate 3

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↕		↔	↕↕
Traffic Vol, veh/h	0	0	207	0	0	128
Future Vol, veh/h	0	0	207	0	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	235	0	0	145
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	308	118	0	0	235	0
Stage 1	235	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	665	919	-	-	1344	-
Stage 1	788	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	665	919	-	-	1344	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1344	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th TWSC
6: Glen Helen Pkwy & Glen Helen Rd/Gate 2

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	
Traffic Vol, veh/h	15	0	10	0	0	0	7	191	0	0	121	17
Future Vol, veh/h	15	0	10	0	0	0	7	191	0	0	121	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	175	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	0	11	0	0	0	8	220	0	0	139	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	275	384	79	305	394	110	159	0	0	220	0	0
Stage 1	149	149	-	236	236	-	-	-	-	-	-	-
Stage 2	126	236	-	70	159	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	661	552	972	629	545	929	1433	-	-	1362	-	-
Stage 1	844	778	-	752	714	-	-	-	-	-	-	-
Stage 2	871	714	-	938	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	658	549	972	619	542	929	1433	-	-	1362	-	-
Mov Cap-2 Maneuver	749	639	-	696	634	-	-	-	-	-	-	-
Stage 1	844	778	-	748	710	-	-	-	-	-	-	-
Stage 2	866	710	-	927	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.53	0	0.27	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1433	-	-	824	-	1362	-	-
HCM Lane V/C Ratio	0.006	-	-	0.035	-	-	-	-
HCM Control Delay (s/veh)	7.5	-	-	9.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

HCM 7th TWSC
7: Glen Helen Pkwy & Sherri's Rodeo Pk Lot

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	196	118	0
Future Vol, veh/h	0	0	0	196	118	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	223	134	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	245	67	134	0	-	0
Stage 1	134	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	727	989	1463	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	727	989	1463	-	-	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1463	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 7th TWSC
8: Glen Helen Pkwy & Pvt Dwy/Gate 1

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘			↕	↗	↘	↕	
Traffic Vol, veh/h	1	5	0	1	4	3	0	170	10	9	132	1
Future Vol, veh/h	1	5	0	1	4	3	0	170	10	9	132	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	215	115	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	6	0	1	5	4	0	205	12	11	159	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	286	398	80	309	387	102	160	0	0	217	0	0
Stage 1	181	181	-	205	205	-	-	-	-	-	-	-
Stage 2	105	217	-	104	182	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	649	543	970	626	551	939	1431	-	-	1365	-	-
Stage 1	809	753	-	784	736	-	-	-	-	-	-	-
Stage 2	895	727	-	896	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	637	538	970	615	546	939	1431	-	-	1365	-	-
Mov Cap-2 Maneuver	727	632	-	712	642	-	-	-	-	-	-	-
Stage 1	802	747	-	784	736	-	-	-	-	-	-	-
Stage 2	886	727	-	882	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.63		9.92	0	0.49
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1431	-	-	646	712	743	1365	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.002	0.011	0.008	-	-
HCM Control Delay (s/veh)	0	-	-	10.6	10.1	9.9	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	0	-	-

HCM 7th TWSC
9: Glen Helen Pkwy & Sherri's Rodeo 2

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	175	137	0
Future Vol, veh/h	0	0	0	175	137	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	208	163	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	267	82	163
Stage 1	163	-	-
Stage 2	104	-	-
Critical Hdwy	6.8	6.9	4.1
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	705	968	1428
Stage 1	855	-	-
Stage 2	914	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	705	968	1428
Mov Cap-2 Maneuver	779	-	-
Stage 1	855	-	-
Stage 2	914	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 7th Signalized Intersection Summary 10: Clearwater Pkwy & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘↘	↑
Traffic Volume (veh/h)	68	116	42	108	391	68
Future Volume (veh/h)	68	116	42	108	391	68
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	126	46	117	425	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1463	653	81	1895	1141	523
Arrive On Green	0.41	0.41	0.04	0.52	0.32	0.32
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	74	126	46	117	425	74
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	0.7	3.0	1.5	1.0	5.6	2.0
Cycle Q Clear(g_c), s	0.7	3.0	1.5	1.0	5.6	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1463	653	81	1895	1141	523
V/C Ratio(X)	0.05	0.19	0.57	0.06	0.37	0.14
Avail Cap(c_a), veh/h	1463	653	196	1895	1141	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	11.5	28.1	7.0	15.6	14.3
Incr Delay (d2), s/veh	0.1	0.7	6.2	0.1	0.9	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	0.8	0.3	2.2	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.9	12.2	34.3	7.1	16.5	14.9
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	200			163	499	
Approach Delay, s/veh	11.7			14.7	16.2	
Approach LOS	B			B	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.2	28.8			36.0	24.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	20.5			31.5	19.5
Max Q Clear Time (g_c+l1), s	3.5	5.0			3.0	7.6
Green Ext Time (p_c), s	0.0	0.7			0.7	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			14.9			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary 11: I-15 NB Ramps & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱			↰	↱	↰	↱	↰			
Traffic Volume (veh/h)	55	91	0	0	327	172	3	3	93	0	0	0
Future Volume (veh/h)	55	91	0	0	327	172	3	3	93	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No				No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	62	102	0	0	367	193	3	3	0			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	96	3057	0	0	1659	859	14	15				
Arrive On Green	0.05	0.85	0.00	0.00	0.72	0.72	0.01	0.01	0.00			
Sat Flow, veh/h	1810	3705	0	0	2395	1190	1810	1900	1610			
Grp Volume(v), veh/h	62	102	0	0	287	273	3	3	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1686	1810	1900	1610			
Q Serve(g_s), s	2.1	0.3	0.0	0.0	3.3	3.3	0.1	0.1	0.0			
Cycle Q Clear(g_c), s	2.1	0.3	0.0	0.0	3.3	3.3	0.1	0.1	0.0			
Prop In Lane	1.00		0.00	0.00		0.71	1.00		1.00			
Lane Grp Cap(c), veh/h	96	3057	0	0	1302	1216	14	15				
V/C Ratio(X)	0.65	0.03	0.00	0.00	0.22	0.22	0.21	0.20				
Avail Cap(c_a), veh/h	394	3057	0	0	1302	1216	540	567				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh	28.8	0.7	0.0	0.0	2.9	2.9	30.6	30.6	0.0			
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.0	0.4	0.4	7.1	6.3	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	0.8	0.8	0.1	0.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	0.8	0.0	0.0	3.3	3.3	37.6	36.9	0.0			
LnGrp LOS	D	A			A	A	D	D				
Approach Vol, veh/h		164			560			6				
Approach Delay, s/veh		14.1			3.3			37.2				
Approach LOS		B			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.0			7.8	49.2		5.0				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		52.5			13.5	34.5		18.5				
Max Q Clear Time (g_c+I1), s		2.3			4.1	5.3		2.1				
Green Ext Time (p_c), s		0.7			0.1	3.8		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th TWSC
12: I-15 SB Ramps & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekday_AM

Intersection												
Int Delay, s/veh	11.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	
Traffic Vol, veh/h	0	38	6	312	18	0	0	0	0	108	25	13
Future Vol, veh/h	0	38	6	312	18	0	0	0	0	108	25	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	220	-	-	-	-	-	825	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	43	7	351	20	0	0	0	0	121	28	15
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	49	0	0				743	771	10
Stage 1	-	-	-	-	-	-				721	721	-
Stage 2	-	-	-	-	-	-				21	49	-
Critical Hdwy	-	-	-	4.1	-	-				6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-				5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1570	-	0				355	333	1075
Stage 1	0	-	-	-	-	0				448	435	-
Stage 2	0	-	-	-	-	0				1004	858	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1570	-	-				276	0	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-				276	0	-
Stage 1	-	-	-	-	-	-				448	0	-
Stage 2	-	-	-	-	-	-				780	0	-
Approach	EB			WB			SB					
HCM Control Delay, s/v	0			7.52			22.86					
HCM LOS	C											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1570	-	276	1075						
HCM Lane V/C Ratio	-	-	0.223	-	0.44	0.04						
HCM Control Delay (s/veh)	-	-	8	-	27.9	8.5						
HCM Lane LOS	-	-	A	-	D	A						
HCM 95th %tile Q(veh)	-	-	0.9	-	2.1	0.1						

HCM 7th AWSC
1: Glen Helen Pkwy & I-215 NB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶			↶	↶
Traffic Vol, veh/h	0	0	0	114	4	139	165	218	0	0	115	85
Future Vol, veh/h	0	0	0	114	4	139	165	218	0	0	115	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	125	4	153	181	240	0	0	126	93
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	10.5	11.7	9.6
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	218	118	139	115	85
LT Vol	165	0	114	0	0	0
Through Vol	0	218	4	0	115	0
RT Vol	0	0	0	139	0	85
Lane Flow Rate	181	240	130	153	126	93
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.308	0.374	0.239	0.23	0.207	0.134
Departure Headway (Hd)	6.122	5.616	6.622	5.428	5.89	5.181
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	642	543	663	610	693
Service Time	3.842	3.337	4.348	3.154	3.615	2.906
HCM Lane V/C Ratio	0.307	0.374	0.239	0.231	0.207	0.134
HCM Control Delay, s/veh	11.6	11.7	11.4	9.8	10.2	8.7
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.3	1.7	0.9	0.9	0.8	0.5

HCM 7th AWSC
2: Glen Helen Pkwy & I-215 SB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection

Intersection Delay, s/veh 18.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕					↕		↕	↕	
Traffic Vol, veh/h	132	1	344	0	0	0	0	251	155	77	152	0
Future Vol, veh/h	132	1	344	0	0	0	0	251	155	77	152	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	142	1	370	0	0	0	0	270	167	83	163	0
Number of Lanes	0	1	1	0	0	0	0	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh 15.6		24.5	12
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	99%	0%	100%	0%
Vol Thru, %	62%	1%	0%	0%	100%
Vol Right, %	38%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	133	344	77	152
LT Vol	0	132	0	77	0
Through Vol	251	1	0	0	152
RT Vol	155	0	344	0	0
Lane Flow Rate	437	143	370	83	163
Geometry Grp	4b	5	5	5	5
Degree of Util (X)	0.739	0.278	0.595	0.165	0.303
Departure Headway (Hd)	6.094	7.007	5.793	7.181	6.67
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	594	512	621	498	536
Service Time	4.145	4.767	3.551	4.949	4.438
HCM Lane V/C Ratio	0.736	0.279	0.596	0.167	0.304
HCM Control Delay, s/veh	24.5	12.5	16.8	11.4	12.3
HCM Lane LOS	C	B	C	B	B
HCM 95th-tile Q	6.4	1.1	3.9	0.6	1.3

HCM 7th AWSC
3: Glen Helen Pkwy & Cajon Blvd

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection

Intersection Delay, s/veh 38.6

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	54	39	164	247	244	168	50	87	257	56	183
Future Vol, veh/h	112	54	39	164	247	244	168	50	87	257	56	183
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	119	57	41	174	263	260	179	53	93	273	60	195
Number of Lanes	1	2	0	1	2	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	3	3
HCM Control Delay, s/veh	18.9	35.7	63.6	35.3
HCM LOS	C	E	F	E

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	55%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	16%	0%	100%	32%	0%	100%	25%	0%	23%
Vol Right, %	29%	0%	0%	68%	0%	0%	75%	0%	77%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	112	36	57	164	165	326	257	239
LT Vol	168	112	0	0	164	0	0	257	0
Through Vol	50	0	36	18	0	165	82	0	56
RT Vol	87	0	0	39	0	0	244	0	183
Lane Flow Rate	324	119	38	61	174	175	347	273	254
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.924	0.386	0.118	0.179	0.492	0.469	0.876	0.784	0.654
Departure Headway (Hd)	10.25	11.669	11.137	10.626	10.157	9.63	9.079	10.328	9.257
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	354	309	322	338	356	375	399	350	392
Service Time	8.008	9.439	8.906	8.396	7.91	7.383	6.831	8.085	7.013
HCM Lane V/C Ratio	0.915	0.385	0.118	0.18	0.489	0.467	0.87	0.78	0.648
HCM Control Delay, s/veh	63.6	21.6	15.4	15.7	22.4	20.6	50.1	42.1	28
HCM Lane LOS	F	C	C	C	C	C	F	E	D
HCM 95th-tile Q	9.5	1.8	0.4	0.6	2.6	2.4	8.7	6.4	4.5

HCM 7th TWSC
4: Glen Helen Pkwy & Gate 4

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		W	↑↑
Traffic Vol, veh/h	0	1	344	0	1	213
Future Vol, veh/h	0	1	344	0	1	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1	374	0	1	232
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	492	187	0	0	374	0
Stage 1	374	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	511	830	-	-	1196	-
Stage 1	672	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	511	830	-	-	1196	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	9.35	0	0.04			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	830	1196	-	
HCM Lane V/C Ratio	-	-	0.001	0.001	-	
HCM Control Delay (s/veh)	-	-	9.3	8	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 7th TWSC
5: Glen Helen Pkwy & Gate 3

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	0	344	0	0	213
Future Vol, veh/h	0	0	344	0	0	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	374	0	0	232
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	490	187	0	0	374	0
Stage 1	374	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	513	830	-	-	1196	-
Stage 1	672	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	513	830	-	-	1196	-
Mov Cap-2 Maneuver	622	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1196	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th TWSC
6: Glen Helen Pkwy & Glen Helen Rd/Gate 2

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	5	0	12	0	0	0	3	334	0	0	204	22
Future Vol, veh/h	5	0	12	0	0	0	3	334	0	0	204	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	175	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	13	0	0	0	3	367	0	0	224	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	426	610	124	486	622	184	248	0	0	367	0	0
Stage 1	236	236	-	374	374	-	-	-	-	-	-	-
Stage 2	190	374	-	112	248	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	517	412	910	469	405	834	1329	-	-	1203	-	-
Stage 1	751	713	-	625	621	-	-	-	-	-	-	-
Stage 2	799	621	-	887	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	516	411	910	461	404	834	1329	-	-	1203	-	-
Mov Cap-2 Maneuver	651	545	-	576	541	-	-	-	-	-	-	-
Stage 1	751	713	-	623	620	-	-	-	-	-	-	-
Stage 2	797	620	-	874	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.52	0	0.07	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1329	-	-	815	-	1203	-	-
HCM Lane V/C Ratio	0.002	-	-	0.023	-	-	-	-
HCM Control Delay (s/veh)	7.7	-	-	9.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

HCM 7th TWSC
7: Glen Helen Pkwy & Sherri's Rodeo Pk Lot

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	313	234	0
Future Vol, veh/h	0	0	0	313	234	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	337	252	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	420	126	252	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	567	908	1326	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	567	908	1326	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 7th TWSC
8: Glen Helen Pkwy & Pvt Dwy/Gate 1

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘			↕	↗	↘	↕	
Traffic Vol, veh/h	1	1	2	5	2	12	0	295	1	2	240	0
Future Vol, veh/h	1	1	2	5	2	12	0	295	1	2	240	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	215	115	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	2	5	2	13	0	321	1	2	261	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	427	587	130	456	586	160	261	0	0	322	0	0
Stage 1	265	265	-	321	321	-	-	-	-	-	-	-
Stage 2	161	322	-	135	265	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	517	425	901	492	425	863	1315	-	-	1250	-	-
Stage 1	723	693	-	671	655	-	-	-	-	-	-	-
Stage 2	830	655	-	860	693	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	506	424	901	489	424	863	1315	-	-	1250	-	-
Mov Cap-2 Maneuver	639	558	-	612	559	-	-	-	-	-	-	-
Stage 1	722	692	-	671	655	-	-	-	-	-	-	-
Stage 2	815	655	-	855	692	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v10.05				9.94			0			0.07		
HCM LOS	B			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1315	-	-	717	612	801	1250	-	-			
HCM Lane V/C Ratio	-	-	-	0.006	0.009	0.019	0.002	-	-			
HCM Control Delay (s/veh)	0	-	-	10	10.9	9.6	7.9	-	-			
HCM Lane LOS	A	-	-	B	B	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	-	-			

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations 

Traffic Vol, veh/h	0	0	0	300	233	0
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Future Vol, veh/h	0	0	0	300	233	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	2	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	94	94	94	94	94	94
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Heavy Vehicles, %	0	0	0	0	0	0
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Mvmt Flow	0	0	0	319	248	0
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	407	124	248	0	-	0
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Stage 1	248	-	-	-	-	-
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Stage 2	160	-	-	-	-	-
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Critical Hdwy	6.8	6.9	4.1	-	-	-
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Critical Hdwy Stg 1	5.8	-	-	-	-	-
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Critical Hdwy Stg 2	5.8	-	-	-	-	-
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Follow-up Hdwy	3.5	3.3	2.2	-	-	-
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Pot Cap-1 Maneuver	577	910	1330	-	-	-
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Stage 1	776	-	-	-	-	-
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Stage 2	859	-	-	-	-	-
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Platoon blocked, %	-	-	-	-	-	-
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Mov Cap-1 Maneuver	577	910	1330	-	-	-
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Mov Cap-2 Maneuver	694	-	-	-	-	-
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Stage 1	776	-	-	-	-	-
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Stage 2	859	-	-	-	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s/v	0	0	0
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HCM LOS	A		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1330	-	-	-	-
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HCM Lane V/C Ratio	-	-	-	-	-
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HCM Control Delay (s/veh)	0	-	0	-	-
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HCM Lane LOS	A	-	A	-	-
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HCM 95th %tile Q(veh)	0	-	-	-	-
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HCM 7th Signalized Intersection Summary 10: Clearwater Pkwy & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	267	233	82	148	123	32
Future Volume (veh/h)	267	233	82	148	123	32
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	272	238	84	151	126	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1458	650	114	1955	1082	496
Arrive On Green	0.40	0.40	0.06	0.54	0.31	0.31
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	272	238	84	151	126	33
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	2.9	6.2	2.7	1.2	1.5	0.9
Cycle Q Clear(g_c), s	2.9	6.2	2.7	1.2	1.5	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1458	650	114	1955	1082	496
V/C Ratio(X)	0.19	0.37	0.74	0.08	0.12	0.07
Avail Cap(c_a), veh/h	1458	650	226	1955	1082	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	12.5	27.6	6.6	14.9	14.7
Incr Delay (d2), s/veh	0.3	1.6	9.0	0.1	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.3	1.4	0.4	0.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.8	14.1	36.7	6.7	15.1	14.9
LnGrp LOS	B	B	D	A	B	B
Approach Vol, veh/h	510			235	159	
Approach Delay, s/veh	12.9			17.4	15.1	
Approach LOS	B			B	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	28.7			37.0	23.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	7.5	20.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	4.7	8.2			3.2	3.5
Green Ext Time (p_c), s	0.0	2.1			0.9	0.4
Intersection Summary						
HCM 7th Control Delay, s/veh			14.4			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary 11: I-15 NB Ramps & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱			↱↱		↰	↱	↱			
Traffic Volume (veh/h)	53	150	0	0	211	60	5	18	350	0	0	0
Future Volume (veh/h)	53	150	0	0	211	60	5	18	350	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	55	156	0	0	220	62	5	19	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	89	2998	0	0	1987	547	49	52				
Arrive On Green	0.05	0.83	0.00	0.00	0.71	0.71	0.03	0.03	0.00			
Sat Flow, veh/h	1810	3705	0	0	2892	770	1810	1900	1610			
Grp Volume(v), veh/h	55	156	0	0	140	142	5	19	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1761	1810	1900	1610			
Q Serve(g_s), s	1.9	0.5	0.0	0.0	1.5	1.6	0.2	0.6	0.0			
Cycle Q Clear(g_c), s	1.9	0.5	0.0	0.0	1.5	1.6	0.2	0.6	0.0			
Prop In Lane	1.00		0.00	0.00		0.44	1.00		1.00			
Lane Grp Cap(c), veh/h	89	2998	0	0	1282	1251	49	52				
V/C Ratio(X)	0.62	0.05	0.00	0.00	0.11	0.11	0.10	0.37				
Avail Cap(c_a), veh/h	386	2998	0	0	1282	1251	530	556				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh	29.5	0.9	0.0	0.0	2.9	2.9	30.0	30.2	0.0			
Incr Delay (d2), s/veh	6.9	0.0	0.0	0.0	0.2	0.2	0.9	4.3	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.4	0.4	0.1	0.3	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.4	1.0	0.0	0.0	3.0	3.1	30.9	34.5	0.0			
LnGrp LOS	D	A			A	A	C	C				
Approach Vol, veh/h	211				282		24					
Approach Delay, s/veh	10.2				3.1		33.8					
Approach LOS	B				A		C					
Timer - Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	57.0				7.6		49.4		6.2			
Change Period (Y+Rc), s	4.5				4.5		4.5		4.5			
Max Green Setting (Gmax), s	52.5				13.5		34.5		18.5			
Max Q Clear Time (g_c+I1), s	2.5				3.9		3.6		2.6			
Green Ext Time (p_c), s	1.1				0.1		1.7		0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	7.4											
HCM 7th LOS	A											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th TWSC
12: I-15 SB Ramps & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekday_PM

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↗	↑↑					↗	↑	
Traffic Vol, veh/h	0	48	7	194	22	0	0	0	0	155	38	19
Future Vol, veh/h	0	48	7	194	22	0	0	0	0	155	38	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	220	-	-	-	-	-	825	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	51	7	204	23	0	0	0	0	163	40	20
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	58	0	0				457	489	12
Stage 1	-	-	-	-	-	-				432	432	-
Stage 2	-	-	-	-	-	-				25	58	-
Critical Hdwy	-	-	-	4.1	-	-				6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-				5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1559	-	0				537	482	1073
Stage 1	0	-	-	-	-	0				628	586	-
Stage 2	0	-	-	-	-	0				1000	851	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1559	-	-				467	0	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-				467	0	-
Stage 1	-	-	-	-	-	-				628	0	-
Stage 2	-	-	-	-	-	-				869	0	-
Approach	EB			WB			SB					
HCM Control Delay, s/v	0			6.88			14.57					
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1559	-	467	1073						
HCM Lane V/C Ratio	-	-	0.131	-	0.349	0.056						
HCM Control Delay (s/veh)	-	-	7.7	-	16.8	8.6						
HCM Lane LOS	-	-	A	-	C	A						
HCM 95th %tile Q(veh)	-	-	0.5	-	1.5	0.2						

HCM 7th AWSC
1: Glen Helen Pkwy & I-215 NB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	51	2	40	106	59	0	0	74	69
Future Vol, veh/h	0	0	0	51	2	40	106	59	0	0	74	69
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	57	2	44	118	66	0	0	82	77
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	8.5	8.9	7.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	106	59	53	40	74	69
LT Vol	106	0	51	0	0	0
Through Vol	0	59	2	0	74	0
RT Vol	0	0	0	40	0	69
Lane Flow Rate	118	66	59	44	82	77
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.177	0.089	0.095	0.057	0.113	0.09
Departure Headway (Hd)	5.409	4.907	5.793	4.608	4.949	4.246
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	665	732	620	778	726	845
Service Time	3.128	2.626	3.517	2.331	2.668	1.965
HCM Lane V/C Ratio	0.177	0.09	0.095	0.057	0.113	0.091
HCM Control Delay, s/veh	9.3	8.1	9.1	7.6	8.3	7.4
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.2	0.4	0.3

HCM 7th AWSC
2: Glen Helen Pkwy & I-215 SB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection

Intersection Delay, s/veh 9.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕					↕		↕	↕	
Traffic Vol, veh/h	40	6	150	0	0	0	0	125	65	53	72	0
Future Vol, veh/h	40	6	150	0	0	0	0	125	65	53	72	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	48	7	179	0	0	0	0	149	77	63	86	0
Number of Lanes	0	1	1	0	0	0	0	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9	10.4	9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	87%	0%	100%	0%
Vol Thru, %	66%	13%	0%	0%	100%
Vol Right, %	34%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	46	150	53	72
LT Vol	0	40	0	53	0
Through Vol	125	6	0	0	72
RT Vol	65	0	150	0	0
Lane Flow Rate	226	55	179	63	86
Geometry Grp	4b	5	5	5	5
Degree of Util (X)	0.317	0.09	0.235	0.102	0.126
Departure Headway (Hd)	5.052	5.887	4.745	5.801	5.297
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	710	608	754	616	674
Service Time	3.1	3.632	2.49	3.555	3.051
HCM Lane V/C Ratio	0.318	0.09	0.237	0.102	0.128
HCM Control Delay, s/veh	10.4	9.2	9	9.2	8.8
HCM Lane LOS	B	A	A	A	A
HCM 95th-tile Q	1.4	0.3	0.9	0.3	0.4

HCM 7th AWSC
3: Glen Helen Pkwy & Cajon Blvd

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection

Intersection Delay, s/veh 9.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	20	14	47	17	107	13	39	53	151	41	29
Future Vol, veh/h	45	20	14	47	17	107	13	39	53	151	41	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	48	22	15	51	18	115	14	42	57	162	44	31
Number of Lanes	1	2	0	1	2	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	3	3
HCM Control Delay, s/veh	9.4	9.2	9.4	10.2
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	37%	0%	100%	32%	0%	100%	5%	0%	59%
Vol Right, %	50%	0%	0%	68%	0%	0%	95%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	45	13	21	47	11	113	151	70
LT Vol	13	45	0	0	47	0	0	151	0
Through Vol	39	0	13	7	0	11	6	0	41
RT Vol	53	0	0	14	0	0	107	0	29
Lane Flow Rate	113	48	14	22	51	12	121	162	75
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.174	0.088	0.024	0.034	0.089	0.02	0.174	0.269	0.108
Departure Headway (Hd)	5.56	6.546	6.04	5.559	6.358	5.852	5.179	6.079	5.288
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	550	595	646	567	615	697	594	682
Service Time	3.27	4.26	3.753	3.272	4.058	3.552	2.879	3.779	2.988
HCM Lane V/C Ratio	0.174	0.087	0.024	0.034	0.09	0.02	0.174	0.273	0.11
HCM Control Delay, s/veh	9.4	9.9	8.9	8.5	9.7	8.7	9	11	8.6
HCM Lane LOS	A	A	A	A	A	A	A	B	A
HCM 95th-ile Q	0.6	0.3	0.1	0.1	0.3	0.1	0.6	1.1	0.4

HCM 7th TWSC
4: Glen Helen Pkwy & Gate 4

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	106	0	0	90
Future Vol, veh/h	0	0	106	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	139	0	0	118
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	199	70	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	777	985	-	-	1456	-
Stage 1	879	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	985	-	-	1456	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1456	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th TWSC
5: Glen Helen Pkwy & Gate 3

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	106	0	1	89
Future Vol, veh/h	0	0	106	0	1	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	141	0	1	119
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	203	71	0	0	141	0
Stage 1	141	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	772	984	-	-	1454	-
Stage 1	877	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	771	984	-	-	1454	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	0	0		0.08		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1454	-	
HCM Lane V/C Ratio	-	-	-	0.001	-	
HCM Control Delay (s/veh)	-	-	0	7.5	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th TWSC
6: Glen Helen Pkwy & Glen Helen Rd/Gate 2

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	
Traffic Vol, veh/h	15	0	13	0	0	1	10	96	1	2	79	15
Future Vol, veh/h	15	0	13	0	0	1	10	96	1	2	79	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	175	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	0	17	0	0	1	13	123	1	3	101	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	203	266	60	204	274	62	121	0	0	124	0	0
Stage 1	116	116	-	149	149	-	-	-	-	-	-	-
Stage 2	87	150	-	56	126	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	742	643	999	741	636	997	1480	-	-	1475	-	-
Stage 1	882	803	-	845	778	-	-	-	-	-	-	-
Stage 2	917	777	-	955	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	734	636	999	721	630	997	1480	-	-	1475	-	-
Mov Cap-2 Maneuver	796	696	-	776	690	-	-	-	-	-	-	-
Stage 1	881	802	-	837	771	-	-	-	-	-	-	-
Stage 2	907	770	-	938	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.27	8.61	0.7	0.16
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1480	-	-	879	997	1475	-	-
HCM Lane V/C Ratio	0.009	-	-	0.041	0.001	0.002	-	-
HCM Control Delay (s/veh)	7.5	-	-	9.3	8.6	7.4	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 7th TWSC

7: Glen Helen Pkwy & Sherri's Rodeo Pk Lot

Glen Helen RP Feasibility Analysis

Exist_Weekend_AM

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations	W		W	↑↑	↑↑	
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Traffic Vol, veh/h	0	0	0	104	92	0
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Future Vol, veh/h	0	0	0	104	92	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	100	-	-	-
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Veh in Median Storage, #	2	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	76	76	76	76	76	76
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Heavy Vehicles, %	0	0	0	0	0	0
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Mvmt Flow	0	0	0	137	121	0
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	189	61	121	0	-	0
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Stage 1	121	-	-	-	-	-
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Stage 2	68	-	-	-	-	-
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Critical Hdwy	6.8	6.9	4.1	-	-	-
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Critical Hdwy Stg 1	5.8	-	-	-	-	-
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Critical Hdwy Stg 2	5.8	-	-	-	-	-
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Follow-up Hdwy	3.5	3.3	2.2	-	-	-
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Pot Cap-1 Maneuver	787	999	1479	-	-	-
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Stage 1	897	-	-	-	-	-
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Stage 2	952	-	-	-	-	-
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Platoon blocked, %				-	-	-
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Mov Cap-1 Maneuver	787	999	1479	-	-	-
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Mov Cap-2 Maneuver	830	-	-	-	-	-
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Stage 1	897	-	-	-	-	-
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Stage 2	952	-	-	-	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s/v	0	0	0
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HCM LOS	A		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1479	-	-	-	-
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HCM Lane V/C Ratio	-	-	-	-	-
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HCM Control Delay (s/veh)	0	-	0	-	-
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HCM Lane LOS	A	-	A	-	-
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HCM 95th %tile Q(veh)	0	-	-	-	-
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HCM 7th TWSC
8: Glen Helen Pkwy & Pvt Dwy/Gate 1

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	0	1	0	3	1	3	0	103	23	16	83	0
Future Vol, veh/h	0	1	0	3	1	3	0	103	23	16	83	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	215	115	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	0	4	1	4	0	137	31	21	111	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	321	55	236	291	69	111	0	0	168	0	0
Stage 1	153	153	-	137	137	-	-	-	-	-	-	-
Stage 2	69	168	-	99	153	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	719	599	1006	704	623	987	1492	-	-	1422	-	-
Stage 1	839	774	-	857	787	-	-	-	-	-	-	-
Stage 2	938	763	-	903	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	704	590	1006	692	614	987	1492	-	-	1422	-	-
Mov Cap-2 Maneuver	764	662	-	770	684	-	-	-	-	-	-	-
Stage 1	827	763	-	857	787	-	-	-	-	-	-	-
Stage 2	933	763	-	888	763	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v10.45				9.34			0			1.22		
HCM LOS	B			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1492	-	-	662	770	888	1422	-	-			
HCM Lane V/C Ratio	-	-	-	0.002	0.005	0.006	0.015	-	-			
HCM Control Delay (s/veh)	0	-	-	10.4	9.7	9.1	7.6	-	-			
HCM Lane LOS	A	-	-	B	A	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0	0	0	-	-			

HCM 7th TWSC
9: Glen Helen Pkwy & Sherri's Rodeo 2

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	111	73	0
Future Vol, veh/h	0	0	0	111	73	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	144	95	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	167	47	95	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	813	1018	1512	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	813	1018	1512	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1512	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 7th Signalized Intersection Summary 10: Clearwater Pkwy & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	84	53	16	56	115	29
Future Volume (veh/h)	84	53	16	56	115	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	65	20	69	142	36
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1539	687	43	1895	1141	523
Arrive On Green	0.43	0.43	0.02	0.52	0.32	0.32
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	104	65	20	69	142	36
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	1.0	1.4	0.7	0.6	1.7	0.9
Cycle Q Clear(g_c), s	1.0	1.4	0.7	0.6	1.7	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1539	687	43	1895	1141	523
V/C Ratio(X)	0.07	0.09	0.47	0.04	0.12	0.07
Avail Cap(c_a), veh/h	1539	687	196	1895	1141	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	10.3	28.9	6.9	14.2	14.0
Incr Delay (d2), s/veh	0.1	0.3	7.7	0.0	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.4	0.2	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.2	10.6	36.7	6.9	14.5	14.2
LnGrp LOS	B	B	D	A	B	B
Approach Vol, veh/h	169			89	178	
Approach Delay, s/veh	10.4			13.6	14.4	
Approach LOS	B			B	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.9	30.1			36.0	24.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	20.5			31.5	19.5
Max Q Clear Time (g_c+I1), s	2.7	3.4			2.6	3.7
Green Ext Time (p_c), s	0.0	0.7			0.4	0.5
Intersection Summary						
HCM 7th Control Delay, s/veh			12.7			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary 11: I-15 NB Ramps & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	36	0	0	131	40	7	8	101	0	0	0
Future Volume (veh/h)	34	36	0	0	131	40	7	8	101	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	41	44	0	0	160	49	9	10	0			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	74	3013	0	0	1982	588	41	43				
Arrive On Green	0.04	0.83	0.00	0.00	0.72	0.72	0.02	0.02	0.00			
Sat Flow, veh/h	1810	3705	0	0	2839	814	1810	1900	1610			
Grp Volume(v), veh/h	41	44	0	0	103	106	9	10	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1753	1810	1900	1610			
Q Serve(g_s), s	1.4	0.1	0.0	0.0	1.1	1.1	0.3	0.3	0.0			
Cycle Q Clear(g_c), s	1.4	0.1	0.0	0.0	1.1	1.1	0.3	0.3	0.0			
Prop In Lane	1.00		0.00	0.00		0.46	1.00		1.00			
Lane Grp Cap(c), veh/h	74	3013	0	0	1304	1267	41	43				
V/C Ratio(X)	0.56	0.01	0.00	0.00	0.08	0.08	0.22	0.23				
Avail Cap(c_a), veh/h	388	3013	0	0	1304	1267	532	559				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh	29.6	0.9	0.0	0.0	2.6	2.6	30.2	30.2	0.0			
Incr Delay (d2), s/veh	6.4	0.0	0.0	0.0	0.1	0.1	2.7	2.8	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.3	0.3	0.2	0.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	0.9	0.0	0.0	2.7	2.7	32.9	33.0	0.0			
LnGrp LOS	D	A			A	A	C	C				
Approach Vol, veh/h	85				209				19			
Approach Delay, s/veh	17.9				2.7				33.0			
Approach LOS	B				A				C			
Timer - Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	57.0				7.1		49.9		5.9			
Change Period (Y+Rc), s	4.5				4.5		4.5		4.5			
Max Green Setting (Gmax), s	52.5				13.5		34.5		18.5			
Max Q Clear Time (g_c+I1), s	2.1				3.4		3.1		2.3			
Green Ext Time (p_c), s	0.3				0.0		1.2		0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	8.7											
HCM 7th LOS	A											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th TWSC
12: I-15 SB Ramps & Glen Helen Pkwy

Glen Helen RP Feasibility Analysis
Exist_Weekend_AM

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	
Traffic Vol, veh/h	0	18	0	125	13	0	0	0	0	52	21	10
Future Vol, veh/h	0	18	0	125	13	0	0	0	0	52	21	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	220	-	-	-	-	-	825	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	23	0	158	16	0	0	0	0	66	27	13
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	23	0	0				344	356	8
Stage 1	-	-	-	-	-	-				333	333	-
Stage 2	-	-	-	-	-	-				11	23	-
Critical Hdwy	-	-	-	4.1	-	-				6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-				5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1606	-	0				632	573	1078
Stage 1	0	-	-	-	-	0				704	647	-
Stage 2	0	-	-	-	-	0				1015	880	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1606	-	-				569	0	1078
Mov Cap-2 Maneuver	-	-	-	-	-	-				569	0	-
Stage 1	-	-	-	-	-	-				704	0	-
Stage 2	-	-	-	-	-	-				915	0	-
Approach	EB			WB			SB					
HCM Control Delay, s/v	0			6.78			10.77					
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1606	-	569	1078						
HCM Lane V/C Ratio	-	-	0.099	-	0.116	0.036						
HCM Control Delay (s/veh)	-	-	7.5	-	12.1	8.5						
HCM Lane LOS	-	-	A	-	B	A						
HCM 95th %tile Q(veh)	-	-	0.3	-	0.4	0.1						

HCM 7th AWSC
1: Glen Helen Pkwy & I-215 NB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Traffic Vol, veh/h	0	0	0	23	5	62	77	105	0	0	58	78
Future Vol, veh/h	0	0	0	23	5	62	77	105	0	0	58	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	24	5	66	82	112	0	0	62	83
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	8	8.6	7.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	82%	0%	0%	0%
Vol Thru, %	0%	100%	18%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	105	28	62	58	78
LT Vol	77	0	23	0	0	0
Through Vol	0	105	5	0	58	0
RT Vol	0	0	0	62	0	78
Lane Flow Rate	82	112	30	66	62	83
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.122	0.151	0.047	0.084	0.084	0.097
Departure Headway (Hd)	5.355	4.854	5.699	4.585	4.914	4.211
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	672	741	630	783	731	853
Service Time	3.071	2.569	3.419	2.304	2.631	1.928
HCM Lane V/C Ratio	0.122	0.151	0.048	0.084	0.085	0.097
HCM Control Delay, s/veh	8.8	8.4	8.7	7.7	8.1	7.4
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.1	0.3	0.3	0.3

HCM 7th AWSC
2: Glen Helen Pkwy & I-215 SB Ramps

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection												
Intersection Delay, s/veh	8.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↖		↘	↕	
Traffic Vol, veh/h	77	6	126	0	0	0	0	105	71	29	52	0
Future Vol, veh/h	77	6	126	0	0	0	0	105	71	29	52	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	80	6	131	0	0	0	0	109	74	30	54	0
Number of Lanes	0	1	1	0	0	0	0	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.5	9.5	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	93%	0%	100%	0%
Vol Thru, %	60%	7%	0%	0%	100%
Vol Right, %	40%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	83	126	29	52
LT Vol	0	77	0	29	0
Through Vol	105	6	0	0	52
RT Vol	71	0	126	0	0
Lane Flow Rate	183	86	131	30	54
Geometry Grp	4b	5	5	5	5
Degree of Util (X)	0.249	0.135	0.163	0.048	0.078
Departure Headway (Hd)	4.89	5.64	4.471	5.711	5.208
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	735	636	802	627	688
Service Time	2.917	3.367	2.198	3.443	2.94
HCM Lane V/C Ratio	0.249	0.135	0.163	0.048	0.078
HCM Control Delay, s/veh	9.5	9.2	8.1	8.7	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	1	0.5	0.6	0.2	0.3

HCM 7th AWSC
3: Glen Helen Pkwy & Cajon Blvd

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection

Intersection Delay, s/veh 9.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	29	19	54	35	92	21	45	80	118	30	30
Future Vol, veh/h	39	29	19	54	35	92	21	45	80	118	30	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	31	20	58	38	99	23	48	86	127	32	32
Number of Lanes	1	2	0	1	2	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	3	3
HCM Control Delay, s/veh	9.3	9.2	10	10
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	14%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	31%	0%	100%	34%	0%	100%	11%	0%	50%
Vol Right, %	55%	0%	0%	66%	0%	0%	89%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	39	19	29	54	23	104	118	60
LT Vol	21	39	0	0	54	0	0	118	0
Through Vol	45	0	19	10	0	23	12	0	30
RT Vol	80	0	0	19	0	0	92	0	30
Lane Flow Rate	157	42	21	31	58	25	111	127	65
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.24	0.077	0.035	0.048	0.103	0.041	0.162	0.219	0.096
Departure Headway (Hd)	5.498	6.578	6.071	5.601	6.368	5.862	5.233	6.219	5.368
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	655	546	590	640	564	612	687	579	668
Service Time	3.222	4.307	3.8	3.329	4.094	3.587	2.958	3.945	3.094
HCM Lane V/C Ratio	0.24	0.077	0.036	0.048	0.103	0.041	0.162	0.219	0.097
HCM Control Delay, s/veh	10	9.9	9	8.6	9.8	8.8	9	10.7	8.7
HCM Lane LOS	A	A	A	A	A	A	A	B	A
HCM 95th-tile Q	0.9	0.2	0.1	0.2	0.3	0.1	0.6	0.8	0.3

HCM 7th TWSC
4: Glen Helen Pkwy & Gate 4

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	0	167	0	0	106
Future Vol, veh/h	0	0	167	0	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	192	0	0	122
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	253	96	0	0	192	0
Stage 1	192	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	720	948	-	-	1394	-
Stage 1	828	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	720	948	-	-	1394	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1394	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th TWSC
5: Glen Helen Pkwy & Gate 3

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		W	↑↑
Traffic Vol, veh/h	0	0	167	0	0	106
Future Vol, veh/h	0	0	167	0	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	199	0	0	126
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	262	99	0	0	199	0
Stage 1	199	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	710	943	-	-	1386	-
Stage 1	821	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	710	943	-	-	1386	-
Mov Cap-2 Maneuver	767	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1386		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s/veh)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	0		

HCM 7th TWSC
6: Glen Helen Pkwy & Glen Helen Rd/Gate 2

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑	↕	↕	↑↑	
Traffic Vol, veh/h	12	0	3	0	0	1	5	160	1	0	100	6
Future Vol, veh/h	12	0	3	0	0	1	5	160	1	0	100	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	175	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	0	4	0	0	1	6	198	1	0	123	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	238	338	65	272	341	99	131	0	0	199	0	0
Stage 1	127	127	-	210	210	-	-	-	-	-	-	-
Stage 2	111	211	-	62	131	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	701	586	991	665	584	944	1467	-	-	1386	-	-
Stage 1	869	795	-	778	732	-	-	-	-	-	-	-
Stage 2	888	731	-	948	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	698	584	991	659	582	944	1467	-	-	1386	-	-
Mov Cap-2 Maneuver	775	661	-	724	660	-	-	-	-	-	-	-
Stage 1	869	795	-	775	729	-	-	-	-	-	-	-
Stage 2	883	728	-	944	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.55	8.82	0.22	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	810	944	1386	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.001	-	-	-
HCM Control Delay (s/veh)	7.5	-	-	9.5	8.8	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 7th TWSC
7: Glen Helen Pkwy & Sherri's Rodeo Pk Lot

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑↑	
Traffic Vol, veh/h	0	0	1	200	167	0
Future Vol, veh/h	0	0	1	200	167	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	1	238	199	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	320	99	199	0	-	0
Stage 1	199	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	654	943	1386	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	653	943	1386	-	-	-
Mov Cap-2 Maneuver	744	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0.04		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1386	-	-	-	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s/veh)	7.6	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 7th TWSC
8: Glen Helen Pkwy & Pvt Dwy/Gate 1

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	1	1	0	45	2	59	1	106	13	8	95	0
Future Vol, veh/h	1	1	0	45	2	59	1	106	13	8	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	215	115	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	0	54	2	70	1	126	15	10	113	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	199	276	57	205	261	63	113	0	0	142	0	0
Stage 1	132	132	-	129	129	-	-	-	-	-	-	-
Stage 2	67	144	-	76	132	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	748	635	1004	740	647	995	1489	-	-	1454	-	-
Stage 1	863	791	-	868	794	-	-	-	-	-	-	-
Stage 2	942	782	-	930	791	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	687	630	1004	734	643	995	1489	-	-	1454	-	-
Mov Cap-2 Maneuver	762	692	-	794	702	-	-	-	-	-	-	-
Stage 1	858	786	-	867	793	-	-	-	-	-	-	-
Stage 2	872	781	-	922	786	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	9.98			9.34			0.07			0.58		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	34	-	-	725	794	981	1454	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.003	0.067	0.074	0.007	-	-			
HCM Control Delay (s/veh)	7.4	0	-	10	9.9	9	7.5	-	-			
HCM Lane LOS	A	A	-	A	A	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.2	0	-	-			

HCM 7th TWSC
9: Glen Helen Pkwy & Sherri's Rodeo 2

Glen Helen RP Feasibility Analysis
Exist_Weekend_PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	115	139	0
Future Vol, veh/h	0	0	0	115	139	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	131	158	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	223	79	158	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	750	972	1434	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	750	972	1434	-	-	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1434	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	