

# **Brighton Heights Blvd- California Ave-Termon Ave Intersection Evaluation Pittsburgh, PA**



## **Submitted To:**

**City of Pittsburgh**  
**Department of Mobility and Infrastructure**  
412 Boulevard of the Allies  
Pittsburgh, PA 15219

Christopher Zivkovich, PE  
Project Manager  
Professional Engineer: Pennsylvania – No. PE078898





March 10, 2026

PTBRG 25004

**City of Pittsburgh  
Department of Mobility and Infrastructure**

**Attn:** Mr. George Barrow, PE  
Principal Transportation Planner  
412 Boulevard of the Allies  
Pittsburgh, PA 15219

**RE: Traffic Engineering Services  
Brighton Heights Blvd-California Ave-Termon Ave Intersection Evaluation  
Pittsburgh, Pennsylvania**

Dear Mr. Barrow:

We are pleased to submit our Traffic Analysis memo (Deliverable 2) for the Brighton Heights Blvd, California Ave, and Termon Ave intersection in Pittsburgh, PA. This memo summarizes the operational and physical evaluation of the intersection. The information is presented in a way to allow the City to make a decision on the future operations and layout of the intersection. Conceptual costs were provided to allow the City to plan and evaluate funding sources needed for design and construction.

Upon review of the material presented in this memo, if there are any questions or additional thoughts on the information do not hesitate to reach out.

Respectfully,  
**PENNONI ASSOCIATES INC.**

A handwritten signature in black ink, appearing to read "Chris Zivkovich". The signature is fluid and cursive, with the first name "Chris" and last name "Zivkovich" clearly distinguishable.

Chris Zivkovich, PE  
Project Manager

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## Introduction

Pennoni was contracted by the City of Pittsburgh's Department of Mobility & Infrastructure (DOMI) to complete a traffic engineering evaluation of the intersection of Brighton Heights Blvd, California Ave, and Termon Ave in the Brighton Heights neighborhood within the City of Pittsburgh. The overall traffic engineering evaluation is focused on improving pedestrian safety, traffic movements, and overall intersection operations.

The initial submission focused on summarizing the existing field conditions and traffic data that was collected on-site at the study intersection. This Phase 2 submission focuses on the operational analysis, intersection configuration, and physical improvements associated with different alternates the City may consider to improve the overall safety and operations of this intersection in the Brighton Heights neighborhood.

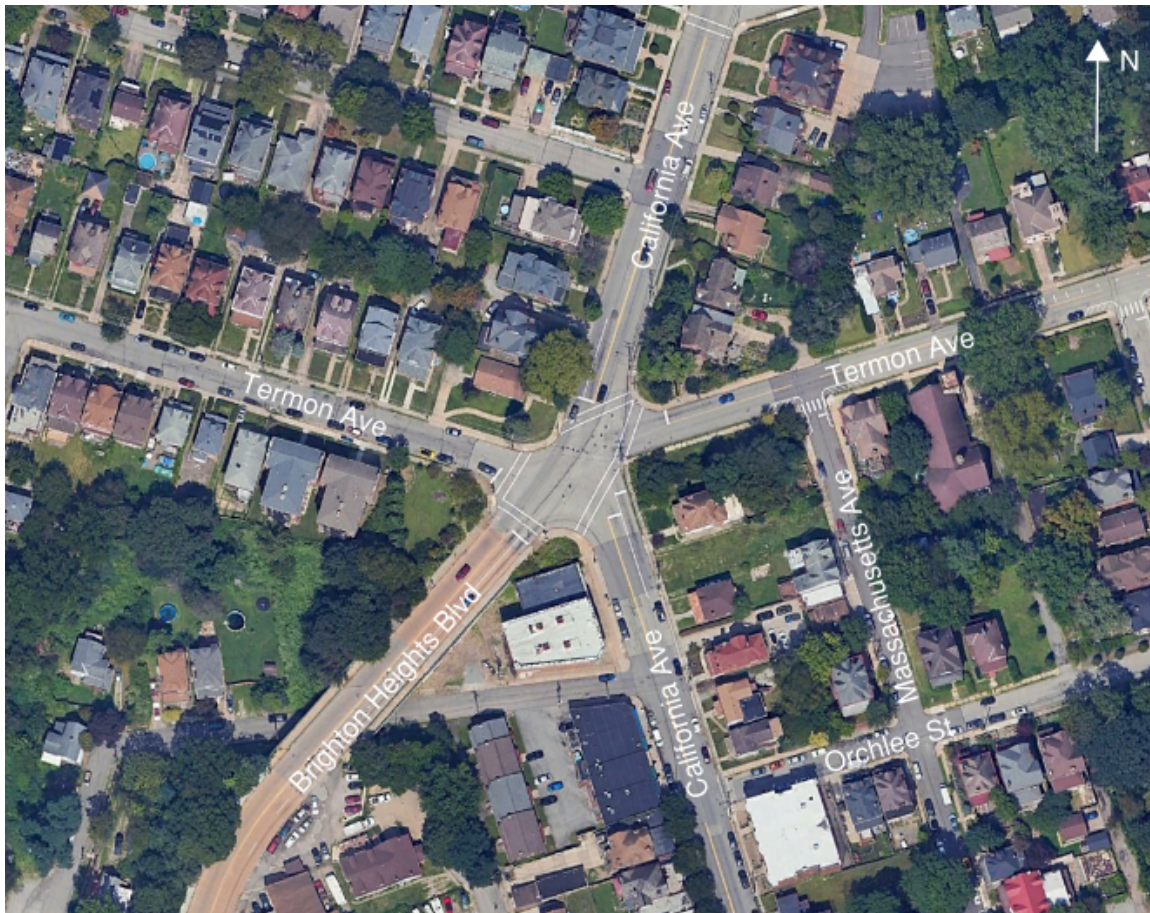


Figure 1 – Location Map

## Operational Analysis

### Overview

Pennoni evaluated the intersection from an operations standpoint and developed a new phasing plan and lane configurations. The biggest change in phasing consists of switching the major street to be Brighton Heights Blvd & California Ave (southbound approach) and adding protected left turn phases for these approaches. All the alternates evaluated include this phasing change. Pedestrian recall and Leading Pedestrian Intervals (LPI's) were applied to all phasing configurations for each alternate. This signal control setting automatically initiates the pedestrian WALK phase during every signal cycle, eliminating the need for pedestrians to activate push buttons. The protected left-turn phases were configured as lagging phases to allow the use of a LPI's for the pedestrian crossing movement. The alternates evaluated are as follows:

Alternate 1A – Pre-Timed Signal

Alternate 1B – Fully Actuated Signal

Alternate 2A – Fully Actuated Signal - Align California Ave (northbound approach) & Termon Ave

Alternate 2B – Fully Actuated Signal - Align California Ave (northbound approach) & Termon Ave, Single Lane Approach

Alternate 2C – Pre-Timed Signal - Align California Ave (northbound approach) & Termon Ave, Single Lane Approach

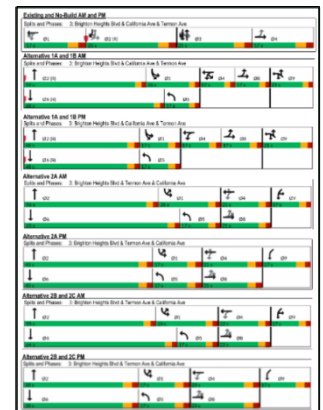
The overall Level of Service (LOS) for each alternative with the corresponding cycle length (in seconds) is summarized in Table 1 below. This table is also provided in Appendix C.

| Overall Intersection LOS Results |               |               |                                                   |                                                   |                                                                                         |                                                                                                                         |                                                                                                                         |
|----------------------------------|---------------|---------------|---------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| Alternative                      | 2025 Existing | 2045 No Build | 2045 Alternative 1A                               | 2045 Alternative 1B                               | 2045 Alternative 2A                                                                     | 2045 Alternative 2B                                                                                                     | 2045 Alternative 2C                                                                                                     |
| Description                      | -             | -             | Re-Phase Brighton Heights and Cal Ave as Major St | Re-Phase Brighton Heights and Cal Ave as Major St | Re-Phase Cal Ave NB and Termon EB together and Brighton Heights and Cal Ave as Major St | Reduce Cal Ave NB to 1-Lane and Re-Phase Cal Ave NB and Termon EB together and Brighton Heights and Cal Ave as Major St | Reduce Cal Ave NB to 1-Lane and Re-Phase Cal Ave NB and Termon EB together and Brighton Heights and Cal Ave as Major St |
| Control Type                     | Pre-timed     | Pre-timed     | Pre-timed                                         | Actuated                                          | Actuated                                                                                | Actuated                                                                                                                | Pretimed                                                                                                                |
| LOS AM                           | 33.1 - C      | 35.7 - D      | 45.5 - D                                          | 40.1 - D                                          | 27.8 - C                                                                                | 28.1 - C                                                                                                                | 30.9 - C                                                                                                                |
| Cycle Length AM                  | 80            | 80            | 140                                               | 140                                               | 120                                                                                     | 120                                                                                                                     | 120                                                                                                                     |
| LOS PM                           | 40.3 - D      | 43.5 - D      | 46.3 - D                                          | 43.9 - D                                          | 31.7 - C                                                                                | 36.4 - D                                                                                                                | 36.7 - D                                                                                                                |
| Cycle Length PM                  | 80            | 80            | 120                                               | 120                                               | 100                                                                                     | 95                                                                                                                      | 95                                                                                                                      |

Table 1 – Overall LOS Summary

The cycle lengths and timing parameters for each alternative were established using Synchro's optimization tool. This feature evaluates various combinations of cycle lengths and signal timings based on the specified intersection control inputs, then selects the configuration that minimizes total intersection delay. [Click here](#) to view the ring barrier phasing and timing settings used for each alternative.

Coordination with the signalized intersection to the south at the McKees Rocks Bridge was not evaluated as part of this study; however, it should be assessed during final design to ensure efficient operation of the overall network.



## Alternate 1A & 1B

### Alternate 1A – Pre-Timed Signal

Alternate 1A proposes a pre-timed traffic signal with revised phasing that designates Brighton Heights Blvd and the California Ave (southbound approach) as the major street operating under concurrent phasing. The remaining three approaches will operate under split phasing, resulting in a five-phase signal cycle. Under this alternative, the Brighton Heights Blvd and California Ave (southbound approach) approaches will be reduced to a single through lane to accommodate the installation of dedicated left-turn lanes. The pre-timed signal operation will include protected left-turn phases for the two major approaches.

From an operational standpoint, Alternate 1A resulted in the worst overall intersection LOS.

### Alternate 1B – Fully Actuated Signal

Alternate 1B proposes a fully actuated traffic signal with revised phasing that designates Brighton Heights Blvd and California Ave (southbound approach) as the major street operating under concurrent phasing. The remaining three approaches will operate under split phasing, resulting in a five-phase signal cycle. Under this alternative, the Brighton Heights Blvd and California Ave (southbound approach) approaches will be reduced to a single through lane to allow

for the installation of dedicated left-turn lanes. The signal phasing will include protected left-turn phases for the two major approaches.

From an operational standpoint, Alternate 1B performed better than Alternate 1A in terms of overall intersection LOS.

## **Alternate 2A, 2B, & 2C**

### ***Alternate 2A – Fully Actuated Signal – Align California Ave (NB approach) & Termon Ave***

**Alternate 2A** proposes a fully actuated traffic signal with revised phasing that designates Brighton Heights Blvd and California Ave (southbound approach) as the major street. Under this alternative, the Brighton Heights Blvd and California Ave (southbound approach) approaches will be reduced to a single through lane to accommodate the installation of dedicated left-turn lanes. The signal phasing will include protected left-turn phases for the two major approaches.

Alternate 2A also aligns California Ave (northbound approach) with the western leg of Termon Ave to operate during the same signal phase. This modification eliminates one signal phase from Alternate 1 by allowing California Ave (northbound approach) and the eastbound approach of Termon Ave to operate under concurrent phasing rather than split phasing. As a result, the total number of phases is reduced to four, enabling additional green time to be allocated to the remaining approaches and improving overall intersection operational efficiency. This operational change will allow for the crosswalk across the California Ave (SB approach) to be relocated to the location shown on the Conceptual Intersection Layout figures in Appendix A. This will provide better visibility for pedestrians and an overall shorter crossing distance.

As part of Alternate 2A, the California Ave (northbound approach) approach will remain a two-lane configuration with a shared through/left-turn lane and a dedicated right-turn lane.

From an operational standpoint, Alternate 2A performs the best in overall intersection LOS.

### ***Alternate 2B – Fully Actuated Signal – Align California Ave (NB approach) & Termon Ave, Single Lane Approach***

Alternate 2B proposes a fully actuated traffic signal with revised phasing that designates Brighton Heights Blvd and California Ave (southbound approach) as the major street. Under this alternative, the Brighton Heights Blvd and California Ave (southbound approach) approaches will be reduced to a single through lane to accommodate the installation of dedicated left-turn lanes. The signal phasing will include protected left-turn phases for the two major approaches.

Alternate 2B also aligns California Ave (northbound approach) with the western leg of Termon Ave to operate during the same signal phase. This modification eliminates one signal phase from Alternate 1 by allowing California Ave (northbound approach) and the eastbound approach of Termon Ave to operate under concurrent phasing rather than split phasing. As a result, the total number of phases is reduced to four, enabling additional green time to be allocated to the remaining approaches and improving overall intersection operational efficiency. This operational change will allow for the crosswalk across the California Ave (SB approach) to be relocated to the location shown on the Conceptual Intersection Layout figures in Appendix A. This will provide better visibility for pedestrians and an overall shorter crossing distance.

As part of the Alternate 2B scenario, the California Ave (northbound approach) approach would be revised to a single lane. While the overall LOS degrades slightly from Alternate 2A, there are other benefits discussed in the Intersection Characteristics section below that result from reducing the California Ave approach to a single lane.

From an operational standpoint, Alternate 2B performs better than both Alternate 1A and 1B in overall intersection LOS, but slightly worse than Alternate 2A.

### ***Alternate 2C – Pretimed Signal – Align California Ave (NB approach) & Termon Ave, Single Lane Approach***

Alternate 2C consists of the same layout and phasing as Alternate 2B with a four-phase cycle and California Ave (northbound approach) being reduced to a single lane. However, Alternate 2C was evaluated as a pre-timed signal.

From an operational standpoint, Alternate 2C performs better than both Alternate 1A and 1B in overall intersection LOS, but slightly worse than Alternate 2A and 2B.

## Additional Considerations

As part of the operational analysis, Pennoni evaluated converting one approach of Termon Avenue to one-way operation away from the intersection. This modification would have allowed for the elimination of one signal phase and potentially improved overall intersection LOS. However, the Alternate 1 and 2 analyses demonstrated that the intersection would operate at an acceptable LOS with the proposed improvements. The additional LOS benefits from converting the Termon Avenue approach to one-way operation were minimal and would have introduced greater negative impacts to the adjacent roadway network and the Brighton Heights community. Accordingly, this option was dismissed as a potential alternative.

## Intersection Characteristics

### Overview

In addition to the operational analysis, Pennoni evaluated potential solutions to improve the safety for not only vehicular traffic, but also pedestrian traffic within the intersection area. Currently the intersection configuration is confusing due to the geometry of the approaches, the signal phasing and operation, and wide pavement areas with minimal pavement markings.

In addition to a new traffic signal that implements the operational changes suggested above, the City may consider making other physical improvements to help with pedestrian movements and better align vehicular movements.

### *Alternate 1A, 1B, and 2A Layout*

For Alternate 1A, 1B, and 2A similar improvements may be implemented along with new signal installation. This would include bump-outs along Brighton Heights Blvd and California Ave (southbound approach). Depending on available funding, these can be done with pavement markings and delineator posts or with concrete to permanently adjust the curb line. Moving the curb line would create extra sidewalk area and reduce the pedestrian crossing distances. The stop bars and crosswalks on the California Ave (northbound approach) and Termon Ave (westbound approach) can be adjusted to provide a more comfortable pedestrian crossing. The existing sidewalk and ADA ramps on the corner between California Ave (northbound approach) and Termon Ave (westbound approach) is tight and would need a complete reconstruction as part of the project. A small right-of-way may need acquired to allow for the signal equipment and pedestrian area to be properly constructed. Pennoni included a small right-of-way acquisition cost in the estimate as a contingency.

When two approach lanes remain along California Ave (northbound approach) in the Alternate 2A phasing approach it would be difficult to get the lanes to align with Termon Ave without significant right-of-way take and realignments. Therefore Pennoni feels the City should dismiss this option. Refer to Appendix A for a conceptual intersection layout showing these improvements.

### *Alternate 2B and 2C Layout*

For Alternate 2B and Alternate 2C the same bump-outs along Brighton Heights Blvd and California Ave (southbound approach) can be implemented. However, with the reduction in the California Ave (northbound approach) approach to a single lane, the configuration can be better aligned with the Termon Ave approach for traffic approaching on California Ave. This would shorten the crossing distance of California Ave and provide a larger sidewalk area between California Ave (northbound approach) and Termon Ave (westbound approach) approaches. This would allow for better placement of the signal pole, crosswalks, and ADA ramps. Since this corner is also a bus stop, there may be opportunities to provide Pittsburgh Regional Transit (PRT) facilities on the widened sidewalk area if warranted. Regardless of the decision made on the bump-out areas along Brighton Heights Blvd and California Ave (southbound approach), Pennoni would recommend extending the curb line and increasing the sidewalk area along the California Ave (northbound approach) approach. This will allow for more flexibility with the signal pole locations, ADA ramps, crosswalks, and eliminate the need to acquire right-of-way in this quadrant.

Refer to Appendix A for a conceptual intersection layout showing these improvements.

## Cost Estimate

Pennoni has prepared a preliminary cost estimate based on the revised intersection configuration and conceptual signal layout. The different cost estimate values shown in Table 2 all include two different traffic signal costs since the signal configuration would be slightly different between alternates. The traffic signal cost includes a fully actuated traffic signal with camera detection. If a pre-timed signal is selected the costs for the detection could be removed from the overall signal cost.

The main difference between Alternate costs is based on either using pavement markings and delineators for the bump-out areas or saw-cutting and extending the curb line out and adding additional sidewalk area. Both Alternate 2B/2C costs assume the curb and sidewalk work between California Ave (northbound approach) and Termon Ave will be done considering the advantages it provides regarding pedestrian accommodations and signal pole placement.

The costs in Table 2 include design, construction, inspection, MPT, and mobilization. Refer to Appendix F for a complete cost estimate breakdown for each alternate

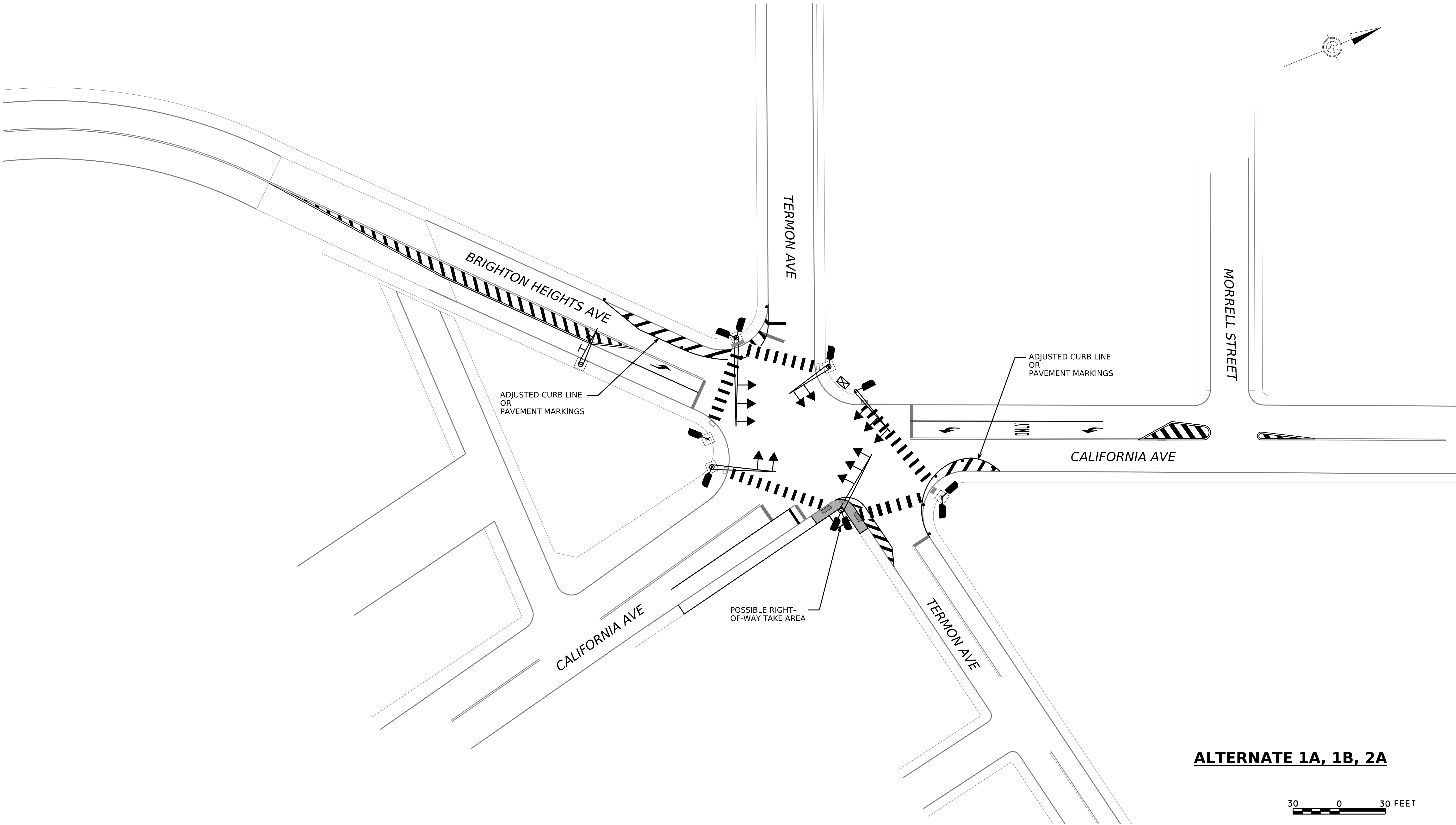
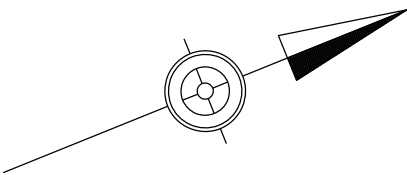
|                                              | ALTERNATE 1A<br>- Painted Bump-Outs | ALTERNATE 1B<br>- Curb & Sidewalk Bump-Outs | ALTERNATE 2A<br>Partial Curb & Sidewalk Bump-Outs | ALTERNATE 2B<br>- Full Curb & Sidewalk Bump-Outs |
|----------------------------------------------|-------------------------------------|---------------------------------------------|---------------------------------------------------|--------------------------------------------------|
| Traffic Signals                              | \$402,554                           | \$402,554                                   | \$413,041                                         | \$413,041                                        |
| Signs and Pavement Markings                  | \$30,763                            | \$29,246                                    | \$32,627                                          | \$28,061                                         |
| Roadway                                      | \$10,743                            | \$87,970                                    | \$59,596                                          | \$115,686                                        |
| <b>CONSTRUCTION TOTALS</b>                   | <b>\$444,060</b>                    | <b>\$519,770</b>                            | <b>\$505,264</b>                                  | <b>\$556,788</b>                                 |
| Traffic Signal Design                        | \$60,000                            | \$60,000                                    | \$60,000                                          | \$60,000                                         |
| MPT Lump Sum Item (7% of Partial Subtotal 1) | \$31,084                            | \$36,384                                    | \$35,368                                          | \$38,975                                         |
| Inspection (10% of Partial Subtotal 1)       | \$44,406                            | \$51,977                                    | \$50,526                                          | \$55,679                                         |
| Mobilization (5% of Partial Subtotal 1)      | \$22,203                            | \$25,989                                    | \$25,263                                          | \$27,839                                         |
| Project Subtotal                             | \$601,753                           | \$694,119                                   | \$676,421                                         | \$739,281                                        |
| Contingency (10%)                            | \$60,175                            | \$69,412                                    | \$67,642                                          | \$73,928                                         |
| <b>Project Total</b>                         | <b>\$661,929</b>                    | <b>\$763,531</b>                            | <b>\$744,064</b>                                  | <b>\$813,209</b>                                 |

Table 2 – Cost Estimate Summary

## **Appendix A: Conceptual Intersection Layouts**



| DISTRICT           | COUNTY    | ROUTE | SECTION | SHEET |    |      |
|--------------------|-----------|-------|---------|-------|----|------|
| 11-0               | ALLEGHENY |       |         | OF    |    |      |
| CITY OF PITTSBURGH |           |       |         |       |    |      |
| REV NO             | REVISIONS |       |         | DATE  | BY | APPD |
|                    |           |       |         |       |    |      |
|                    |           |       |         |       |    |      |



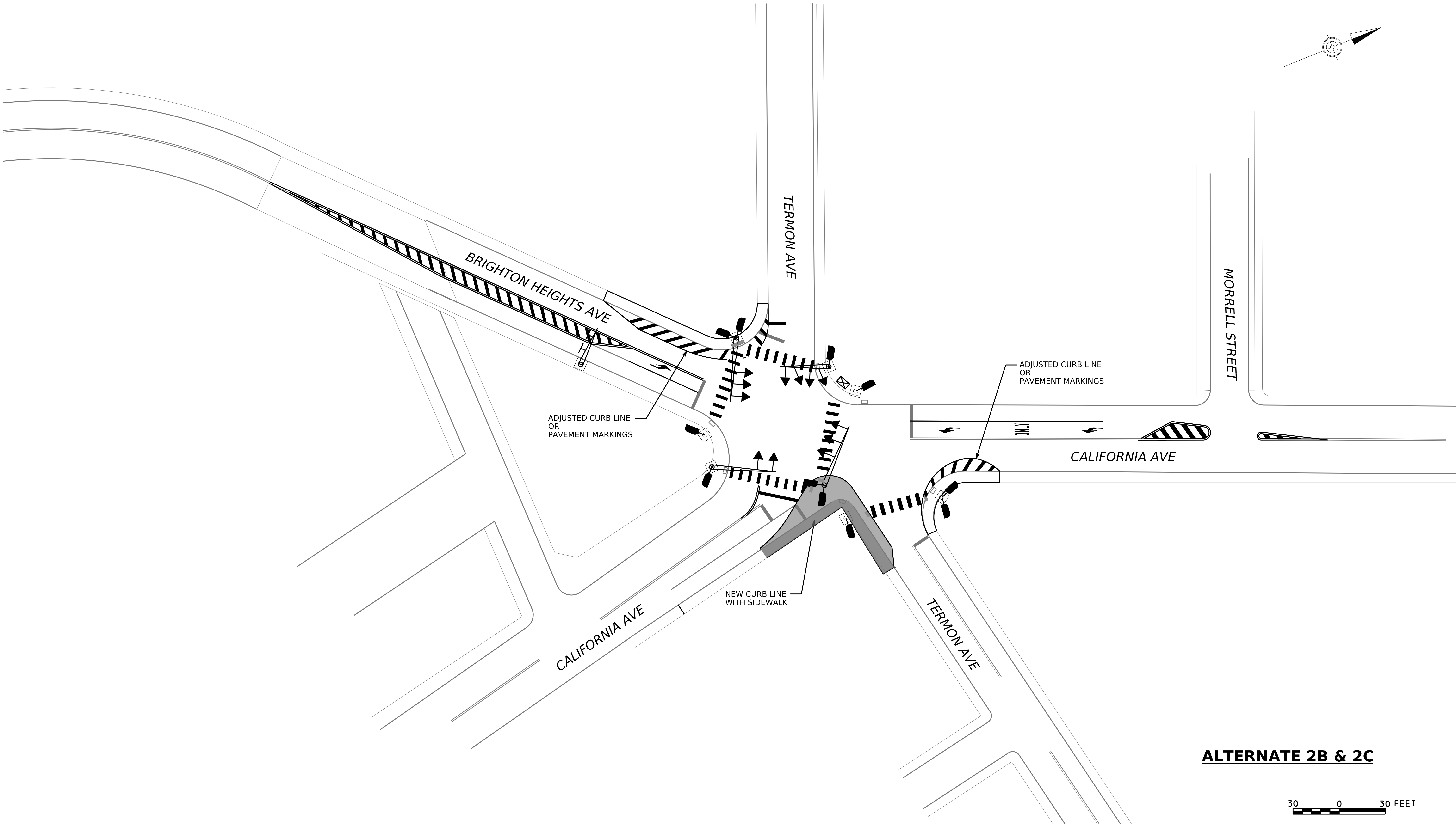
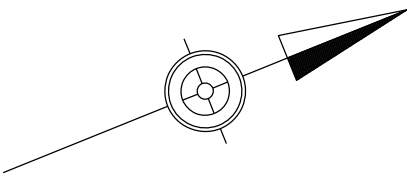
**ALTERNATE 1A, 1B, 2A**

30 0 30 FEET

| DISTRICT           | COUNTY    | ROUTE | SECTION | SHEET |    |      |
|--------------------|-----------|-------|---------|-------|----|------|
| 11-0               | ALLEGHENY |       |         | OF    |    |      |
| CITY OF PITTSBURGH |           |       |         |       |    |      |
| REV NO             | REVISIONS |       |         | DATE  | BY | APPD |
|                    |           |       |         |       |    |      |
|                    |           |       |         |       |    |      |



| DISTRICT           | COUNTY    | ROUTE | SECTION | SHEET |    |      |
|--------------------|-----------|-------|---------|-------|----|------|
| 11-0               | ALLEGHENY |       |         | OF    |    |      |
| CITY OF PITTSBURGH |           |       |         |       |    |      |
| REV NO             | REVISIONS |       |         | DATE  | BY | APPD |
|                    |           |       |         |       |    |      |
|                    |           |       |         |       |    |      |



**ALTERNATE 2B & 2C**



| DISTRICT           | COUNTY    | ROUTE | SECTION | SHEET |    |      |
|--------------------|-----------|-------|---------|-------|----|------|
| 11-0               | ALLEGHENY |       |         | OF    |    |      |
| CITY OF PITTSBURGH |           |       |         |       |    |      |
| REV NO             | REVISIONS |       |         | DATE  | BY | APPD |
|                    |           |       |         |       |    |      |
|                    |           |       |         |       |    |      |



**Appendix B:**  
**Volume Development Worksheet**



# Brighton Heights Blvd Intersection Study



| Time Period:                                        | Weekday AM Peak Hour  |                |                             |                       |                      |                    |                      |                    |                    |                  |                      |      |      |
|-----------------------------------------------------|-----------------------|----------------|-----------------------------|-----------------------|----------------------|--------------------|----------------------|--------------------|--------------------|------------------|----------------------|------|------|
| Growth Rate:                                        | 0.30%                 |                |                             |                       |                      |                    |                      |                    |                    |                  |                      |      |      |
| Intersection                                        | Approach              | Count Movement | Direction / Movement        | 2025 Existing Volumes | 2025 Approach Totals | 2045 Build Volumes | 2045 Approach Totals | Single Unit Trucks | Articulated Trucks | Truck Percentage | Bus Blockages (#/Hr) | PEDS | PHF  |
| Brighton Heights Blvd & California Ave & Termon Ave | Termon Ave            | L              | EB Left Turn                | 3                     | 42                   | 3                  | 45                   | 0.0%               | 0.0%               | 0%               |                      | 0    | 0.89 |
|                                                     |                       | T              | EB Through                  | 2                     |                      | 2                  |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |
|                                                     |                       | R              | EB Right Turn -> Cal Ave    | 8                     |                      | 8                  |                      | 12.5%              | 0.0%               | 13%              |                      |      |      |
|                                                     |                       | HR             | EB Right Turn 2 -> BH Blvd  | 29                    |                      | 31                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |
|                                                     | Termon Ave            | L              | WB Left Turn 2 -> Cal Ave   | 6                     | 93                   | 6                  | 99                   | 0.0%               | 0.0%               | 0%               |                      | 8    |      |
|                                                     |                       | BL             | WB Left Turn -> BH Blvd     | 67                    |                      | 71                 |                      | 1.5%               | 0.0%               | 2%               |                      |      |      |
|                                                     |                       | T              | WB Through                  | 11                    |                      | 12                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |
|                                                     |                       | R              | WB Right Turn               | 9                     |                      | 10                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |
|                                                     | California Ave        | HL             | NB Left 2 -> BH Blvd        | 32                    | 71                   | 34                 | 75                   | 6.3%               | 0.0%               | 6%               |                      | 0    |      |
|                                                     |                       | L              | NB Left -> Termon           | 5                     |                      | 5                  |                      | 20.0%              | 0.0%               | 20%              |                      |      |      |
|                                                     |                       | T              | NB Through                  | 31                    |                      | 33                 |                      | 0.0%               | 0.0%               | 0%               | 5                    |      |      |
|                                                     |                       | R              | NB Right                    | 3                     |                      | 3                  |                      | 0.0%               | 0.0%               | 0%               | 5                    |      |      |
|                                                     | California Ave        | L              | SB Left Turn                | 4                     | 630                  | 4                  | 669                  | 0.0%               | 0.0%               | 0%               |                      | 4    |      |
|                                                     |                       | T              | SB Through                  | 139                   |                      | 148                |                      | 0.7%               | 0.0%               | 1%               |                      |      |      |
|                                                     |                       | BR             | SB Right -> BH Blvd         | 484                   |                      | 514                |                      | 1.4%               | 0.2%               | 2%               |                      |      |      |
|                                                     |                       | R              | SB Right 2 -> Termon        | 3                     |                      | 3                  |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |
|                                                     | Brighton Heights Blvd | HL             | NEB Left Turn 2 -> Termon   | 0                     | 317                  | 0                  | 337                  | 0.0%               | 0.0%               | 0%               |                      | 25   |      |
|                                                     |                       | BL             | NEB Left Turn -> Cal Ave    | 150                   |                      | 159                |                      | 8.0%               | 0.7%               | 9%               |                      |      |      |
|                                                     |                       | BR             | NEB Right Turn -> Termon    | 72                    |                      | 76                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |
|                                                     |                       | HR             | NEB Right Turn 2 -> Cal Ave | 95                    |                      | 101                |                      | 2.2%               | 0.0%               | 2%               |                      |      |      |
|                                                     | Total                 |                |                             |                       | 1153                 | 1153               | 1224                 | 1224               |                    |                  |                      |      |      |

# Brighton Heights Blvd Intersection Study



| Time Period:                                        |                       | Weekday PM Peak Hour |                             |                       |                      |                    |                      |                    |                    |                  |                      |      |      |    |
|-----------------------------------------------------|-----------------------|----------------------|-----------------------------|-----------------------|----------------------|--------------------|----------------------|--------------------|--------------------|------------------|----------------------|------|------|----|
| Growth Rate:                                        |                       | 0.30%                |                             |                       |                      |                    |                      |                    |                    |                  |                      |      |      |    |
| Intersection                                        | Approach              | Count Movement       | Direction / Movement        | 2025 Existing Volumes | 2025 Approach Totals | 2045 Build Volumes | 2045 Approach Totals | Single Unit Trucks | Articulated Trucks | Truck Percentage | Bus Blockages (#/Hr) | PEDS | PHF  |    |
| Brighton Heights Blvd & California Ave & Termon Ave | Termon Ave            | L                    | EB Left Turn                | 5                     | 33                   | 5                  | 35                   | 0.0%               | 0.0%               | 0%               |                      | 3    | 0.99 |    |
|                                                     |                       | T                    | EB Through                  | 7                     |                      | 7                  |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     |                       | R                    | EB Right Turn -> Cal Ave    | 3                     |                      | 3                  |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     |                       | HR                   | EB Right Turn 2 -> BH Blvd  | 18                    |                      | 19                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     | Termon Ave            | L                    | WB Left Turn 2 -> Cal Ave   | 0                     | 117                  | 0                  | 124                  | 0.0%               | 0.0%               | 0%               |                      | 3    |      |    |
|                                                     |                       | BL                   | WB Left Turn -> BH Blvd     | 87                    |                      | 92                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     |                       | T                    | WB Through                  | 14                    |                      | 15                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     |                       | R                    | WB Right Turn               | 16                    |                      | 17                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     | California Ave        | HL                   | NB Left 2 -> BH Blvd        | 84                    | 221                  | 89                 | 235                  | 1.2%               | 0.0%               | 1%               |                      | 1    |      |    |
|                                                     |                       | L                    | NB Left -> Termon           | 18                    |                      | 19                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     |                       | T                    | NB Through                  | 114                   |                      | 121                |                      | 0.9%               | 0.0%               | 1%               | 4                    |      |      |    |
|                                                     |                       | R                    | NB Right                    | 5                     |                      | 5                  |                      | 0.0%               | 0.0%               | 0%               | 4                    |      |      |    |
|                                                     | California Ave        | L                    | SB Left Turn                | 7                     | 297                  | 7                  | 315                  | 0.0%               | 0.0%               | 0%               |                      | 6    |      |    |
|                                                     |                       | T                    | SB Through                  | 64                    |                      | 68                 |                      | 1.6%               | 0.0%               | 2%               |                      |      |      |    |
|                                                     |                       | BR                   | SB Right -> BH Blvd         | 207                   |                      | 220                |                      | 1.0%               | 0.0%               | 1%               |                      |      |      |    |
|                                                     |                       | R                    | SB Right 2 -> Termon        | 19                    |                      | 20                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     | Brighton Heights Blvd | HL                   | NEB Left Turn 2 -> Termon   | 20                    | 457                  | 21                 | 485                  | 0.0%               | 0.0%               | 0%               |                      | 6    |      |    |
|                                                     |                       | BL                   | NEB Left Turn -> Cal Ave    | 266                   |                      | 282                |                      | 0.4%               | 0.4%               | 1%               |                      |      |      |    |
|                                                     |                       | BR                   | NEB Right Turn -> Termon    | 122                   |                      | 130                |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     |                       | HR                   | NEB Right Turn 2 -> Cal Ave | 49                    |                      | 52                 |                      | 0.0%               | 0.0%               | 0%               |                      |      |      |    |
|                                                     | Total                 |                      |                             |                       | 1125                 | 1125               | 1194                 | 1194               |                    |                  |                      |      |      | 19 |

## **Appendix C: Level of Service & Queue Summary**



| Brighton Heights Blvd Intersection Study |               |               |                                                   |                                                   |                                                                                         |                                                                                                                         |                                                                                                                         |
|------------------------------------------|---------------|---------------|---------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| Overall Intersection LOS Results         |               |               |                                                   |                                                   |                                                                                         |                                                                                                                         |                                                                                                                         |
| Alternative                              | 2025 Existing | 2045 No Build | 2045 Alternative 1A                               | 2045 Alternative 1B                               | 2045 Alternative 2A                                                                     | 2045 Alternative 2B                                                                                                     | 2045 Alternative 2C                                                                                                     |
| Description                              | -             | -             | Re-Phase Brighton Heights and Cal Ave as Major St | Re-Phase Brighton Heights and Cal Ave as Major St | Re-Phase Cal Ave NB and Termon EB together and Brighton Heights and Cal Ave as Major St | Reduce Cal Ave NB to 1-Lane and Re-Phase Cal Ave NB and Termon EB together and Brighton Heights and Cal Ave as Major St | Reduce Cal Ave NB to 1-Lane and Re-Phase Cal Ave NB and Termon EB together and Brighton Heights and Cal Ave as Major St |
| Control Type                             | Pre-timed     | Pre-timed     | Pre-timed                                         | Actuated                                          | Actuated                                                                                | Actuated                                                                                                                | Pretimed                                                                                                                |
| LOS AM                                   | 33.1 - C      | 35.7 - D      | 45.5 - D                                          | 40.1 - D                                          | 27.8 - C                                                                                | 28.1 - C                                                                                                                | 30.9 - C                                                                                                                |
| LOS PM                                   | 40.3 - D      | 43.5 - D      | 46.3 - D                                          | 43.9 - D                                          | 31.7 - C                                                                                | 36.4 - D                                                                                                                | 36.7 - D                                                                                                                |

| Level of Service | Control Delay-Signalized Intersection<br>(seconds per vehicle) |
|------------------|----------------------------------------------------------------|
| A                | ≤ 10                                                           |
| B                | >10 to 20                                                      |
| C                | >20 to 35                                                      |
| D                | >35 to 55                                                      |
| E                | >55 to 80                                                      |
| F                | >80                                                            |

| AM/PM Existing and No-Build Level of Service Summary |                         |                |                             |                  |      |                  |      |                  |          |                  |            |
|------------------------------------------------------|-------------------------|----------------|-----------------------------|------------------|------|------------------|------|------------------|----------|------------------|------------|
| Time Period:                                         | Weekday AM/PM Peak Hour |                |                             |                  |      |                  |      |                  | Done By: | JMG              | 12/19/2025 |
|                                                      |                         |                |                             |                  |      |                  |      |                  | Chkd By: | CMZ              | 1/20/2026  |
| Intersection                                         | Approach                | Count Movement | Direction / Movement        | 2025 AM Existing |      | 2025 PM Existing |      | 2045 AM No Build |          | 2045 PM No Build |            |
|                                                      |                         |                |                             | Delay (s)        | LOS  | Delay (s)        | LOS  | Delay (s)        | LOS      | Delay (s)        | LOS        |
| Brighton Heights Blvd & California Ave & Termon Ave  | Termon Ave              | L, T, R, HR    | EB Left Turn                | 31.7             | C    | 30.6             | C    | 31.8             | C        | 30.6             | C          |
|                                                      |                         |                | EB Through                  |                  |      |                  |      |                  |          |                  |            |
|                                                      |                         |                | EB Right Turn -> Cal Ave    |                  |      |                  |      |                  |          |                  |            |
|                                                      |                         |                | EB Right Turn 2 -> BH Blvd  |                  |      |                  |      |                  |          |                  |            |
|                                                      | Termon Ave              | L, BL, T, R    | WB Left Turn 2 -> Cal Ave   | 132              | F    | 152.4            | F    | 154.4            | F        | 177              | F          |
|                                                      |                         |                | WB Left Turn -> BH Blvd     |                  |      |                  |      |                  |          |                  |            |
|                                                      |                         |                | WB Through                  |                  |      |                  |      |                  |          |                  |            |
|                                                      |                         |                | WB Right Turn               |                  |      |                  |      |                  |          |                  |            |
|                                                      | California Ave          | HL, L          | NB Left 2 -> BH Blvd        | 29.5             | C    | 32.2             | C    | 28.6             | C        | 32.8             | C          |
|                                                      |                         |                | NB Left -> Termon           |                  |      |                  |      |                  |          |                  |            |
|                                                      |                         | T, R           | NB Through                  | 27               | C    | 29.9             | C    | 27.1             | C        | 30.2             | C          |
|                                                      |                         |                | NB Right                    |                  |      |                  |      |                  |          |                  |            |
|                                                      | California Ave          | L, T           | SB Left Turn                | 31.4             | C    | 28.2             | C    | 31.9             | C        | 28.3             | C          |
|                                                      |                         |                | SB Through                  |                  |      |                  |      |                  |          |                  |            |
|                                                      |                         | BR, R          | SB Right -> BH Blvd         | 18.3             | B    | 12               | B    | 19.4             | B        | 12.2             | B          |
|                                                      |                         |                | SB Right 2 -> Termon        |                  |      |                  |      |                  |          |                  |            |
|                                                      | Brighton Heights Blvd   | HL, BL         | NEB Left Turn 2 -> Termon   | 28.3             | C    | 35               | C    | 28.7             | C        | 36.8             | D          |
|                                                      |                         |                | NEB Left Turn -> Cal Ave    |                  |      |                  |      |                  |          |                  |            |
|                                                      |                         | BR, HR         | NEB Right Turn -> Termon    | 29.8             | C    | 28.8             | C    | 30.4             | C        | 29.4             | C          |
|                                                      |                         |                | NEB Right Turn 2 -> Cal Ave |                  |      |                  |      |                  |          |                  |            |
|                                                      | Total                   |                |                             |                  | 33.1 | C                | 40.3 | D                | 35.7     | D                | 43.5       |

| Alternate 1 Level of Service Summary                     |                         |             |                            |                      |                    |      |               |          |                         |           |               |     |
|----------------------------------------------------------|-------------------------|-------------|----------------------------|----------------------|--------------------|------|---------------|----------|-------------------------|-----------|---------------|-----|
| Re-Phase: Brighton Heights Blvd NB and California Ave SB |                         |             |                            |                      |                    |      |               |          |                         |           |               |     |
| Time Period:                                             | Weekday AM/PM Peak Hour |             |                            |                      |                    |      |               | Done By: | CAG                     | 1/16/2026 |               |     |
|                                                          |                         |             |                            |                      |                    |      |               | Chkd By: | CMZ                     | 1/20/2026 |               |     |
| Intersection                                             | Approach                | Count       | Movement                   | Direction / Movement | ALT 1A - Pre-timed |      |               |          | ALT 1B - Fully Actuated |           |               |     |
|                                                          |                         |             |                            |                      | 2045 AM Build      |      | 2045 PM Build |          | 2045 AM Build           |           | 2045 PM Build |     |
|                                                          |                         |             |                            |                      | Delay (s)          | LOS  | Delay (s)     | LOS      | Delay (s)               | LOS       | Delay (s)     | LOS |
| Brighton Heights Blvd & California Ave & Termon Ave      | Termon Ave              | L, T, R, HR | EB Left Turn               | 67.5                 | E                  | 51.8 | D             | 66.1     | E                       | 51.7      | D             |     |
|                                                          |                         |             | EB Through                 |                      |                    |      |               |          |                         |           |               |     |
|                                                          |                         |             | EB Right Turn -> Cal Ave   |                      |                    |      |               |          |                         |           |               |     |
|                                                          |                         |             | EB Right Turn 2 -> BH Blvd |                      |                    |      |               |          |                         |           |               |     |
|                                                          | Termon Ave              | L, BL, T, R | WB Left Turn 2 -> Cal Ave  | 73.7                 | E                  | 60.1 | E             | 71.4     | E                       | 58.6      | E             |     |
|                                                          |                         |             | WB Left Turn -> BH Blvd    |                      |                    |      |               |          |                         |           |               |     |
|                                                          |                         |             | WB Through                 |                      |                    |      |               |          |                         |           |               |     |
|                                                          |                         |             | WB Right Turn              |                      |                    |      |               |          |                         |           |               |     |
|                                                          | Brighton Heights Blvd   | HL          | NB Left Turn 2 -> Termon   | 0                    | A                  | 50.6 | D             | 0        | A                       | 50.6      | D             |     |
|                                                          |                         | T, BR, HR   | NB Through -> Cal Ave      | 39.7                 | D                  | 43.2 | D             | 37.6     | D                       | 40.9      | D             |     |
|                                                          |                         |             | NB Right Turn -> Termon    |                      |                    |      |               |          |                         |           |               |     |
|                                                          |                         |             | NB Right Turn 2 -> Cal Ave |                      |                    |      |               |          |                         |           |               |     |
|                                                          | California Ave          | HL, L       | SB Left Turn 2 -> Termon   | 65.1                 | E                  | 57.6 | E             | 74.5     | E                       | 56.9      | E             |     |
|                                                          |                         |             | SB Left Turn -> Cal Ave    |                      |                    |      |               |          |                         |           |               |     |
|                                                          |                         | T, R        | SB Through -> BH Blvd      | 34.3                 | C                  | 29.9 | C             | 20.8     | C                       | 24.6      | C             |     |
|                                                          |                         |             | SB Right -> Termon         |                      |                    |      |               |          |                         |           |               |     |
|                                                          | California Ave          | HL, L       | NWB Left 2 -> BH Blvd      | 59.4                 | E                  | 53.8 | D             | 58.4     | E                       | 52.9      | D             |     |
|                                                          |                         |             | NWB Left -> Termon         |                      |                    |      |               |          |                         |           |               |     |
|                                                          |                         | T, R        | NWB Through                | 59.4                 | E                  | 59.8 | E             | 58.4     | E                       | 58.3      | E             |     |
|                                                          |                         |             | NWB Right                  |                      |                    |      |               |          |                         |           |               |     |
|                                                          | Total                   |             |                            |                      | 45.5               | D    | 46.3          | D        | 40.1                    | D         | 43.9          | D   |

| Alternate 2 Level of Service Summary                                                       |                         |                             |                           |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------|-------------------------|-----------------------------|---------------------------|------------------------------------|------|---------------|-----|-----------------------------------|------|---------------|------|---------------------------------------------|------|---------------|------|---|--|--|--|--|--|--|--|
| Re-Phase: California Ave WB and Termon EB & Brighton Heights Blvd NB and California Ave SB |                         |                             |                           |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
| Time Period:                                                                               | Weekday AM/PM Peak Hour |                             |                           |                                    |      |               |     |                                   |      |               |      | Done By:                                    | CAG  | 2/2/2026      |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             |                           |                                    |      |               |     |                                   |      |               |      | Chkd By:                                    | CMZ  | 2/2/2026      |      |   |  |  |  |  |  |  |  |
| Intersection                                                                               | Approach                | Count Movement              | Direction / Movement      | ALT 2A - California Ave WB 2-Lanes |      |               |     | ALT 2B - California Ave WB 1-Lane |      |               |      | ALT 2C - California Ave WB 1-Lane Pre-Timed |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             |                           | 2045 AM Build                      |      | 2045 PM Build |     | 2045 AM Build                     |      | 2045 PM Build |      | 2045 AM Build                               |      | 2045 PM Build |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             |                           | Delay (s)                          | LOS  | Delay (s)     | LOS | Delay (s)                         | LOS  | Delay (s)     | LOS  | Delay (s)                                   | LOS  | Delay (s)     | LOS  |   |  |  |  |  |  |  |  |
| Brighton Heights Blvd & California Ave & Termon Ave                                        | Termon Ave              | HL, L, T, R                 | EB Left Turn 2 -> Cal Ave | 36.6                               | D    | 34.6          | C   | 36.7                              | D    | 32.4          | C    | 48.4                                        | D    | 33.1          | C    |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | EB Left Turn -> Termon    |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | EB Through -> Cal Ave     |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | EB Right Turn -> BH Blvd  |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            | California Ave          | HL, T                       | WB Left Turn-> BH Blvd    | 37.6                               | D    | 39.7          | D   | 39.5                              | D    | 51.2          | D    | 54.2                                        | D    | 58.9          | E    |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | WB Through -> Termon      |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         | R, HR                       | WB Right Turn-> Cal Ave   | 36.3                               | D    | 39.3          | D   |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | WB Right 2 -> Termon      |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            | Brighton Heights Blvd   | HL                          | NB Left Turn -> Termon    | 0                                  | A    | 31.3          | C   | 0                                 | A    | 29.6          | C    | 0                                           | A    | 37.7          | D    |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | T, BR, HR                 | NB Through -> Cal Ave              | 41.2 | D             | 38  | D                                 | 41.3 | D             | 41.8 | D                                           | 30.7 | C             | 38.6 | D |  |  |  |  |  |  |  |
|                                                                                            |                         | NB Right Turn -> Termon     |                           |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         | NB Right Turn 2 -> Cal Ave  |                           |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            | California Ave          | HL, L                       | SB Left Turn 2 -> Termon  | 43.8                               | D    | 40.5          | D   | 43.9                              | D    | 40.2          | D    | 51                                          | D    | 41.9          | D    |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | SB Left Turn -> Cal Ave   |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         | T, R                        | SB Through -> BH Blvd     | 16.9                               | B    | 20.2          | C   |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         |                             | SB Right -> Termon        |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
| Termon Ave                                                                                 | L, BL, R, HR            | SWB Left Turn 2 -> Cal Ave  | 4.4                       | A                                  | 9.3  | A             | 4.5 | A                                 | 8.1  | A             | 5.3  | A                                           | 8.3  | A             |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         | SWB Left Turn -> BH Blvd    |                           |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         | SWB Right Turn -> Termon    | 0                         | A                                  | 0    | A             |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
|                                                                                            |                         | SWB Right Turn 2 -> Cal Ave |                           |                                    |      |               |     |                                   |      |               |      |                                             |      |               |      |   |  |  |  |  |  |  |  |
| Total                                                                                      |                         |                             |                           | 27.8                               | C    | 31.7          | C   | 28.1                              | C    | 36.4          | D    | 30.9                                        | C    | 36.7          | D    |   |  |  |  |  |  |  |  |

| AM/PM Existing and No-Build Queue Summary           |                         |                |                             |                  |                  |                  |                  |            |
|-----------------------------------------------------|-------------------------|----------------|-----------------------------|------------------|------------------|------------------|------------------|------------|
| Time Period:                                        | Weekday AM/PM Peak Hour |                |                             |                  |                  | Done By:         |                  | 12/19/2025 |
|                                                     |                         |                |                             |                  |                  | Chkd By:         |                  | 2/2/2026   |
| Intersection                                        | Approach                | Count Movement | Direction / Movement        | 2025 AM Existing | 2025 PM Existing | 2045 AM No Build | 2045 PM No Build |            |
|                                                     |                         |                |                             | 95th% Queue (ft) | 95th% Queue (ft) | 95th% Queue (ft) | 95th% Queue (ft) |            |
| Brighton Heights Blvd & California Ave & Termon Ave | Termon Ave              | L, T, R, HR    | EB Left Turn                | 57               | 53               | 65               | 49               |            |
|                                                     |                         |                | EB Through                  |                  |                  |                  |                  |            |
|                                                     |                         |                | EB Right Turn -> Cal Ave    |                  |                  |                  |                  |            |
|                                                     |                         |                | EB Right Turn 2 -> BH Blvd  |                  |                  |                  |                  |            |
|                                                     | Termon Ave              | L, BL, T, R    | WB Left Turn 2 -> Cal Ave   | 100              | 110              | 82               | 134              |            |
|                                                     |                         |                | WB Left Turn -> BH Blvd     |                  |                  |                  |                  |            |
|                                                     |                         |                | WB Through                  |                  |                  |                  |                  |            |
|                                                     |                         |                | WB Right Turn               |                  |                  |                  |                  |            |
|                                                     | California Ave          | HL, L          | NB Left 2 -> BH Blvd        | 103              | 98               | 119              | 106              |            |
|                                                     |                         |                | NB Left -> Termon           |                  |                  |                  |                  |            |
|                                                     |                         | T, R           | NB Through                  | 14               | 105              | 23               | 110              |            |
|                                                     |                         |                | NB Right                    |                  |                  |                  |                  |            |
|                                                     | California Ave          | L, T           | SB Left Turn                | 160              | 66               | 120              | 73               |            |
|                                                     |                         |                | SB Through                  |                  |                  |                  |                  |            |
|                                                     |                         | BR, R          | SB Right -> BH Blvd         | 310              | 119              | 272              | 118              |            |
|                                                     |                         |                | SB Right 2 -> Termon        |                  |                  |                  |                  |            |
|                                                     | Brighton Heights Blvd   | HL, BL         | NEB Left Turn 2 -> Termon   | 162              | 337              | 159              | 319              |            |
|                                                     |                         |                | NEB Left Turn -> Cal Ave    |                  |                  |                  |                  |            |
|                                                     |                         | BR, HR         | NEB Right Turn -> Termon    | 137              | 204              | 137              | 142              |            |
|                                                     |                         |                | NEB Right Turn 2 -> Cal Ave |                  |                  |                  |                  |            |

| Alternate 1 Queue Summary                                |                         |                |                            |                    |                  |                         |                  |          |
|----------------------------------------------------------|-------------------------|----------------|----------------------------|--------------------|------------------|-------------------------|------------------|----------|
| Re-Phase: Brighton Heights Blvd NB and California Ave SB |                         |                |                            |                    |                  |                         |                  |          |
| Time Period:                                             | Weekday AM/PM Peak Hour |                |                            |                    |                  | Done By:                | CAG              | 2/2/2026 |
|                                                          |                         |                |                            |                    |                  | Chkd By:                | CMZ              | 2/2/2026 |
| Intersection                                             | Approach                | Count Movement | Direction / Movement       | ALT 1A - Pre-timed |                  | ALT 1B - Fully Actuated |                  |          |
|                                                          |                         |                |                            | 2045 AM Build      | 2045 PM Build    | 2045 AM Build           | 2045 PM Build    |          |
|                                                          |                         |                |                            | 95th% Queue (ft)   | 95th% Queue (ft) | 95th% Queue (ft)        | 95th% Queue (ft) |          |
| Brighton Heights Blvd & California Ave & Termon Ave      | Termon Ave              | L, T, R, HR    | EB Left Turn               | 76                 | 42               | 75                      | 54               |          |
|                                                          |                         |                | EB Through                 |                    |                  |                         |                  |          |
|                                                          |                         |                | EB Right Turn -> Cal Ave   |                    |                  |                         |                  |          |
|                                                          |                         |                | EB Right Turn 2 -> BH Blvd |                    |                  |                         |                  |          |
|                                                          | Termon Ave              | L, BL, T, R    | WB Left Turn 2 -> Cal Ave  | 190                | 173              | 115                     | 174              |          |
|                                                          |                         |                | WB Left Turn -> BH Blvd    |                    |                  |                         |                  |          |
|                                                          |                         |                | WB Through                 |                    |                  |                         |                  |          |
|                                                          |                         |                | WB Right Turn              |                    |                  |                         |                  |          |
|                                                          | Brighton Heights Blvd   | HL             | NB Left Turn 2 -> Termon   | 0                  | 42               | 0                       | 46               |          |
|                                                          |                         | T, BR, HR      | NB Through -> Cal Ave      | 331                | 395              | 306                     | 395              |          |
|                                                          |                         |                | NB Right Turn -> Termon    |                    |                  |                         |                  |          |
|                                                          |                         |                | NB Right Turn 2 -> Cal Ave |                    |                  |                         |                  |          |
|                                                          | California Ave          | HL, L          | SB Left Turn 2 -> Termon   | 187                | 112              | 187                     | 112              |          |
|                                                          |                         |                | SB Left Turn -> Cal Ave    |                    |                  |                         |                  |          |
|                                                          |                         | T, R           | SB Through -> BH Blvd      | 497                | 173              | 397                     | 139              |          |
|                                                          |                         |                | SB Right -> Termon         |                    |                  |                         |                  |          |
|                                                          | California Ave          | HL, L          | NWB Left 2 -> BH Blvd      | 65                 | 113              | 85                      | 110              |          |
|                                                          |                         |                | NWB Left -> Termon         |                    |                  |                         |                  |          |
|                                                          |                         | T, R           | NWB Through                | 47                 | 151              | 48                      | 155              |          |
|                                                          |                         |                | NWB Right                  |                    |                  |                         |                  |          |

**Re-Phase: California Ave WB and Termon EB & Brighton Heights Blvd NB and California Ave SB**

|              |                         |          |     |          |
|--------------|-------------------------|----------|-----|----------|
| Time Period: | Weekday AM/PM Peak Hour | Done By: | CAG | 2/2/2026 |
|              |                         | Chkd By: | CMZ | 2/2/2026 |

|              |                         |          |     |          |
|--------------|-------------------------|----------|-----|----------|
| Time Period: | Weekday AM/PM Peak Hour | Done By: | CAG | 2/2/2026 |
|--------------|-------------------------|----------|-----|----------|

|              |                         |          |     |          |
|--------------|-------------------------|----------|-----|----------|
| Time Period: | Weekday AM/PM Peak Hour | Chkd By: | CMZ | 2/2/2026 |
|--------------|-------------------------|----------|-----|----------|

| Intersection                                        | Approach      Count Movement      Direction / Movement |                             |                            | ALT 2A - California Ave WB 2-Lanes |                  | ALT 2B - California Ave WB 1-Lane |                  | ALT 2C - California Ave WB 1-Lane Pretimed |                  |     |     |     |     |
|-----------------------------------------------------|--------------------------------------------------------|-----------------------------|----------------------------|------------------------------------|------------------|-----------------------------------|------------------|--------------------------------------------|------------------|-----|-----|-----|-----|
|                                                     |                                                        |                             |                            | 2045 AM Build                      | 2045 PM Build    | 2045 AM Build                     | 2045 PM Build    | 2045 AM Build                              | 2045 PM Build    |     |     |     |     |
|                                                     |                                                        |                             |                            | 95th% Queue (ft)                   | 95th% Queue (ft) | 95th% Queue (ft)                  | 95th% Queue (ft) | 95th% Queue (ft)                           | 95th% Queue (ft) |     |     |     |     |
| Brighton Heights Blvd & California Ave & Termon Ave | Termon Ave                                             | HL, L, T, R                 | EB Left Turn 2 -> Cal Ave  | 61                                 | 62               | 69                                | 58               | 85                                         | 69               |     |     |     |     |
|                                                     |                                                        |                             | EB Left Turn -> Termon     |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        |                             | EB Through -> Cal Ave      |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        |                             | EB Right Turn -> BH Blvd   |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     | California Ave                                         | HL, T                       | WB Left Turn-> BH Blvd     | 66                                 | 117              | 99                                | 251              | 100                                        | 217              |     |     |     |     |
|                                                     |                                                        |                             | WB Through -> Termon       |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        | R, HR                       | WB Right Turn-> Cal Ave    | 42                                 | 119              |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        |                             | WB Right 2 -> Termon       |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     | Brighton Heights Blvd                                  | HL                          | NB Left Turn -> Termon     | 0                                  | 332              | 0                                 | 481              | 0                                          | 165              |     |     |     |     |
|                                                     |                                                        |                             | NB Through -> Cal Ave      |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        | T, BR, HR                   | NB Right Turn -> Termon    | 281                                | 481              |                                   |                  |                                            |                  | 310 | 487 | 263 | 392 |
|                                                     |                                                        |                             | NB Right Turn 2 -> Cal Ave |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     | California Ave                                         | HL, L                       | SB Left Turn 2 -> Termon   | 118                                | 79               | 178                               | 71               | 157                                        | 95               |     |     |     |     |
|                                                     |                                                        |                             | SB Left Turn -> Cal Ave    |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        | T, R                        | SB Through -> BH Blvd      | 270                                | 177              |                                   |                  |                                            |                  | 270 | 170 | 413 | 226 |
|                                                     |                                                        |                             | SB Right -> Termon         |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
| Termon Ave                                          | L, BL, R, HR                                           | SWB Left Turn 2 -> Cal Ave  | 113                        | 109                                | 113              | 101                               | 130              | 101                                        |                  |     |     |     |     |
|                                                     |                                                        | SWB Left Turn -> BH Blvd    |                            |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        | SWB Right Turn -> Termon    |                            |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |
|                                                     |                                                        | SWB Right Turn 2 -> Cal Ave |                            |                                    |                  |                                   |                  |                                            |                  |     |     |     |     |

## **Appendix D: Synchro Analysis**



Lanes, Volumes, Timings  
Baseline

2025 Existing Conditions  
AM Peak Hour

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                     |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)       | 3                                                                                 | 2                                                                                 | 8                                                                                 | 29                                                                                | 6                                                                                 | 67                                                                                | 11                                                                                  | 9                                                                                   | 32                                                                                  | 5                                                                                   | 31                                                                                  | 3                                                                                   |
| Future Volume (vph)        | 3                                                                                 | 2                                                                                 | 8                                                                                 | 29                                                                                | 6                                                                                 | 67                                                                                | 11                                                                                  | 9                                                                                   | 32                                                                                  | 5                                                                                   | 31                                                                                  | 3                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                  | 12                                                                                  | 12                                                                                  | 11                                                                                  | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | -6%                                                                                 |                                                                                     |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                                |                                                                                     |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Frt                        |                                                                                   | 0.879                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.987                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.988                                                                               |                                                                                     |
| Flt Protected              |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1778                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2153                                                                                | 0                                                                                   | 0                                                                                   | 1768                                                                                | 1940                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.981                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.298                                                                               |                                                                                     |                                                                                     | 0.605                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1748                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 646                                                                                 | 0                                                                                   | 0                                                                                   | 1072                                                                                | 1940                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1261                                                                                |                                                                                     |                                                                                     |                                                                                     | 706                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                                |                                                                                     |                                                                                     |                                                                                     | 19.3                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        | 4                                                                                 |                                                                                   |                                                                                   | 25                                                                                |                                                                                   | 25                                                                                |                                                                                     | 4                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 8                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 13%                                                                               | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                  | 0%                                                                                  | 6%                                                                                  | 20%                                                                                 | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Adj. Flow (vph)            | 3                                                                                 | 2                                                                                 | 9                                                                                 | 33                                                                                | 7                                                                                 | 75                                                                                | 12                                                                                  | 10                                                                                  | 36                                                                                  | 6                                                                                   | 35                                                                                  | 3                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 47                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 104                                                                                 | 0                                                                                   | 0                                                                                   | 42                                                                                  | 38                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.84                                                                              | 0.77                                                                                | 0.84                                                                                | 0.89                                                                                | 0.93                                                                                | 0.95                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 15                                                                                |                                                                                     | 9                                                                                   | 15                                                                                  | 15                                                                                  |                                                                                     | 9                                                                                   |
| Turn Type                  | Perm                                                                              | NA                                                                                |                                                                                   |                                                                                   | Perm                                                                              | Perm                                                                              | NA                                                                                  |                                                                                     | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases           | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                     |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                                |                                                                                     | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)            | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                                |                                                                                     | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)            | 21.3%                                                                             | 21.3%                                                                             |                                                                                   |                                                                                   | 21.3%                                                                             | 21.3%                                                                             | 21.3%                                                                               |                                                                                     | 26.3%                                                                               | 26.3%                                                                               | 26.3%                                                                               |                                                                                     |
| Maximum Green (s)          | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              | 12.0                                                                                |                                                                                     | 16.0                                                                                | 16.0                                                                                | 16.0                                                                                |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                   | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                   | Lead                                                                              | Lead                                                                              | Lead                                                                                |                                                                                     | Lead                                                                                | Lead                                                                                | Lead                                                                                |                                                                                     |
| Lead-Lag Optimize?         | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Walk Time (s)              | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 |                                                                                     | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     |
| Flash Don't Walk (s)       | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                                |                                                                                     | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |

Lanes, Volumes, Timings  
Baseline

2025 Existing Conditions  
AM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | SBL                                                                               | SBT                                                                               | SBR                                                                               | SBR2                                                                              | NEL                                                                               | NER                                                                               | NER2                                                                              |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)       | 4                                                                                 | 139                                                                               | 484                                                                               | 3                                                                                 | 150                                                                               | 72                                                                                | 95                                                                                |
| Future Volume (vph)        | 4                                                                                 | 139                                                                               | 484                                                                               | 3                                                                                 | 150                                                                               | 72                                                                                | 95                                                                                |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 9                                                                                 | 11                                                                                | 12                                                                                |
| Grade (%)                  |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped Bike Factor            |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |
| Flt Protected              |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 0                                                                                 | 1998                                                                              | 1683                                                                              | 0                                                                                 | 1631                                                                              | 1689                                                                              | 0                                                                                 |
| Flt Permitted              |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 0                                                                                 | 1989                                                                              | 1683                                                                              | 0                                                                                 | 1712                                                                              | 1629                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |
| Link Distance (ft)         |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 424                                                                               |                                                                                   |                                                                                   |
| Travel Time (s)            |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   |
| Confl. Peds. (#/hr)        | 8                                                                                 |                                                                                   | 25                                                                                |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                | 9%                                                                                | 0%                                                                                | 2%                                                                                |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Adj. Flow (vph)            | 4                                                                                 | 156                                                                               | 544                                                                               | 3                                                                                 | 169                                                                               | 81                                                                                | 107                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 0                                                                                 | 160                                                                               | 547                                                                               | 0                                                                                 | 169                                                                               | 188                                                                               | 0                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Right                                                                             | Right                                                                             |
| Median Width(ft)           |                                                                                   | 11                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 1.02                                                                              | 0.93                                                                              | 0.89                                                                              |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 9                                                                                 | 9                                                                                 |
| Turn Type                  | Perm                                                                              | NA                                                                                | custom                                                                            |                                                                                   | D.Pm                                                                              | Perm                                                                              |                                                                                   |
| Protected Phases           |                                                                                   | 3                                                                                 | 2 3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Permitted Phases           | 3                                                                                 |                                                                                   |                                                                                   |                                                                                   | 2                                                                                 | 2                                                                                 |                                                                                   |
| Minimum Split (s)          | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (s)            | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (%)            | 26.3%                                                                             | 26.3%                                                                             |                                                                                   |                                                                                   | 31.3%                                                                             | 31.3%                                                                             |                                                                                   |
| Maximum Green (s)          | 16.0                                                                              | 16.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              |                                                                                   |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| Lead/Lag                   | Lead                                                                              | Lead                                                                              |                                                                                   |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   |
| Lead-Lag Optimize?         | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |
| Walk Time (s)              | 8.0                                                                               | 8.0                                                                               |                                                                                   |                                                                                   | 9.0                                                                               | 9.0                                                                               |                                                                                   |
| Flash Don't Walk (s)       | 8.0                                                                               | 8.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |

Lanes, Volumes, Timings  
Baseline

2025 Existing Conditions  
AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Act Effect Green (s)    |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 16.0                                                                                | 16.0                                                                                |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.15                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                                |                                                                                     |                                                                                     | 0.20                                                                                | 0.20                                                                                |                                                                                     |
| v/c Ratio               |                                                                                   | 0.18                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1.02                                                                                |                                                                                     |                                                                                     | 0.20                                                                                | 0.10                                                                                |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 132.0                                                                               |                                                                                     |                                                                                     | 29.5                                                                                | 27.0                                                                                |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 132.0                                                                               |                                                                                     |                                                                                     | 29.5                                                                                | 27.0                                                                                |                                                                                     |
| LOS                     |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | F                                                                                   |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 132.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 28.3                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | F                                                                                   |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 21                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ~51                                                                                 |                                                                                     |                                                                                     | 18                                                                                  | 16                                                                                  |                                                                                     |
| Queue Length 95th (ft)  |                                                                                   | 50                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | #150                                                                                |                                                                                     |                                                                                     | 45                                                                                  | 40                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 849                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1181                                                                                |                                                                                     |                                                                                     |                                                                                     | 626                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     |                                                                                   | 262                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 102                                                                                 |                                                                                     |                                                                                     | 214                                                                                 | 388                                                                                 |                                                                                     |
| Starvation Cap Reductn  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn     |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio       |                                                                                   | 0.18                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1.02                                                                                |                                                                                     |                                                                                     | 0.20                                                                                | 0.10                                                                                |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NEL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 1.02

Intersection Signal Delay (s/veh): 33.1

Intersection LOS: C

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave



Lanes, Volumes, Timings  
Baseline

2025 Existing Conditions  
AM Peak Hour

|                         |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SBR2                                                                              | NEL                                                                               | NER                                                                               | NER2                                                                              |
| Act Effect Green (s)    |                                                                                   | 16.0                                                                              | 41.0                                                                              |                                                                                   | 20.0                                                                              | 20.0                                                                              |                                                                                   |
| Actuated g/C Ratio      |                                                                                   | 0.20                                                                              | 0.51                                                                              |                                                                                   | 0.25                                                                              | 0.25                                                                              |                                                                                   |
| v/c Ratio               |                                                                                   | 0.40                                                                              | 0.63                                                                              |                                                                                   | 0.39                                                                              | 0.46                                                                              |                                                                                   |
| Control Delay (s/veh)   |                                                                                   | 31.4                                                                              | 18.3                                                                              |                                                                                   | 28.3                                                                              | 29.8                                                                              |                                                                                   |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Delay (s/veh)     |                                                                                   | 31.4                                                                              | 18.3                                                                              |                                                                                   | 28.3                                                                              | 29.8                                                                              |                                                                                   |
| LOS                     |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                   | 29.1                                                                              |                                                                                   |                                                                                   |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
| Queue Length 50th (ft)  |                                                                                   | 70                                                                                | 186                                                                               |                                                                                   | 70                                                                                | 80                                                                                |                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 124                                                                               | 286                                                                               |                                                                                   | 125                                                                               | 139                                                                               |                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 865                                                                               |                                                                                   |                                                                                   | 344                                                                               |                                                                                   |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     |                                                                                   | 397                                                                               | 862                                                                               |                                                                                   | 428                                                                               | 407                                                                               |                                                                                   |
| Starvation Cap Reductn  |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Spillback Cap Reductn   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Storage Cap Reductn     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Reduced v/c Ratio       |                                                                                   | 0.40                                                                              | 0.63                                                                              |                                                                                   | 0.39                                                                              | 0.46                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Lanes, Volumes, Timings  
Baseline

2025 Existing Conditions  
PM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 7                                                                                 | 3                                                                                 | 18                                                                                | 87                                                                                | 14                                                                                | 16                                                                                 | 84                                                                                  | 18                                                                                  | 114                                                                                 | 5                                                                                   | 7                                                                                   |
| Future Volume (vph)        | 5                                                                                 | 7                                                                                 | 3                                                                                 | 18                                                                                | 87                                                                                | 14                                                                                | 16                                                                                 | 84                                                                                  | 18                                                                                  | 114                                                                                 | 5                                                                                   | 7                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                | 12                                                                                 | 12                                                                                  | 11                                                                                  | 11                                                                                  | 12                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   | -6%                                                                               |                                                                                    |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                    |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.914                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.982                                                                             |                                                                                    |                                                                                     |                                                                                     | 0.994                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                    |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 2017                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2172                                                                              | 0                                                                                  | 0                                                                                   | 1894                                                                                | 1945                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.952                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.299                                                                             |                                                                                    |                                                                                     | 0.710                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1931                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 669                                                                               | 0                                                                                  | 0                                                                                   | 1386                                                                                | 1945                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | Yes                                                                                |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 8                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   | 1261                                                                              |                                                                                    |                                                                                     |                                                                                     | 706                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                              |                                                                                    |                                                                                     |                                                                                     | 19.3                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 6                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 | 6                                                                                 |                                                                                   | 6                                                                                  | 6                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 3                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 | 1%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 4                                                                                   | 4                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 5                                                                                 | 7                                                                                 | 3                                                                                 | 18                                                                                | 88                                                                                | 14                                                                                | 16                                                                                 | 85                                                                                  | 18                                                                                  | 115                                                                                 | 5                                                                                   | 7                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 33                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 118                                                                               | 0                                                                                  | 0                                                                                   | 103                                                                                 | 120                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Left                                                                                | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.77                                                                              | 0.84                                                                               | 0.89                                                                                | 0.93                                                                                | 0.95                                                                                | 0.89                                                                                | 0.88                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                  | 15                                                                                  | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |
| Turn Type                  | Perm                                                                              | NA                                                                                |                                                                                   |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                    | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     | 21.0                                                                                |
| Total Split (s)            | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     | 21.0                                                                                |
| Total Split (%)            | 21.3%                                                                             | 21.3%                                                                             |                                                                                   |                                                                                   | 21.3%                                                                             | 21.3%                                                                             |                                                                                    | 26.3%                                                                               | 26.3%                                                                               | 26.3%                                                                               |                                                                                     | 26.3%                                                                               |
| Maximum Green (s)          | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                    | 16.0                                                                                | 16.0                                                                                | 16.0                                                                                |                                                                                     | 16.0                                                                                |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                   | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                   | Lead                                                                              | Lead                                                                              |                                                                                    | Lead                                                                                | Lead                                                                                | Lead                                                                                |                                                                                     | Lead                                                                                |
| Lead-Lag Optimize?         | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                    | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     | Yes                                                                                 |
| Walk Time (s)              | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Don't Walk (s)       | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                    | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |

Lanes, Volumes, Timings  
Baseline

2025 Existing Conditions  
PM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | SBT                                                                               | SBR                                                                               | SBR2                                                                              | NEL2                                                                              | NEL                                                                               | NER                                                                               | NER2                                                                              |
| Lane Configurations        |  |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)       | 64                                                                                | 207                                                                               | 19                                                                                | 20                                                                                | 266                                                                               | 122                                                                               | 49                                                                                |
| Future Volume (vph)        | 64                                                                                | 207                                                                               | 19                                                                                | 20                                                                                | 266                                                                               | 122                                                                               | 49                                                                                |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              |
| Lane Width (ft)            | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 9                                                                                 | 11                                                                                | 12                                                                                |
| Grade (%)                  | 1%                                                                                |                                                                                   |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped Bike Factor            | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.99                                                                              | 0.97                                                                              |                                                                                   |
| Frt                        |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |
| Flt Protected              | 0.995                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 1974                                                                              | 1701                                                                              | 0                                                                                 | 0                                                                                 | 1761                                                                              | 1708                                                                              | 0                                                                                 |
| Flt Permitted              | 0.972                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.968                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 1927                                                                              | 1701                                                                              | 0                                                                                 | 0                                                                                 | 1771                                                                              | 1661                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           | 25                                                                                |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |
| Link Distance (ft)         | 945                                                                               |                                                                                   |                                                                                   |                                                                                   | 424                                                                               |                                                                                   |                                                                                   |
| Travel Time (s)            | 25.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   |
| Confl. Peds. (#/hr)        |                                                                                   | 6                                                                                 | 3                                                                                 | 3                                                                                 | 6                                                                                 | 3                                                                                 | 1                                                                                 |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              |
| Heavy Vehicles (%)         | 2%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Adj. Flow (vph)            | 65                                                                                | 209                                                                               | 19                                                                                | 20                                                                                | 269                                                                               | 123                                                                               | 49                                                                                |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 72                                                                                | 228                                                                               | 0                                                                                 | 0                                                                                 | 289                                                                               | 172                                                                               | 0                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             |
| Median Width(ft)           | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.89                                                                              | 1.02                                                                              | 0.93                                                                              | 0.89                                                                              |
| Turning Speed (mph)        |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                 | 9                                                                                 |
| Turn Type                  | NA                                                                                | custom                                                                            |                                                                                   | D.Pm                                                                              | D.Pm                                                                              | Perm                                                                              |                                                                                   |
| Protected Phases           | 3                                                                                 | 2 3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   |
| Minimum Split (s)          | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (s)            | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (%)            | 26.3%                                                                             |                                                                                   |                                                                                   | 31.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             |                                                                                   |
| Maximum Green (s)          | 16.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              |                                                                                   |
| Yellow Time (s)            | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   |
| All-Red Time (s)           | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   |
| Lost Time Adjust (s)       | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Lost Time (s)        | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| Lead/Lag                   | Lead                                                                              |                                                                                   |                                                                                   | Lag                                                                               | Lag                                                                               | Lag                                                                               |                                                                                   |
| Lead-Lag Optimize?         | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |
| Walk Time (s)              | 8.0                                                                               |                                                                                   |                                                                                   | 9.0                                                                               | 9.0                                                                               | 9.0                                                                               |                                                                                   |
| Flash Don't Walk (s)       | 8.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   |
| Pedestrian Calls (#/hr)    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |

Lanes, Volumes, Timings  
Baseline

2025 Existing Conditions  
PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Act Effect Green (s)    |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                     |                                                                                     | 16.0                                                                                | 16.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.15                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                              |                                                                                     |                                                                                     | 0.20                                                                                | 0.20                                                                                |                                                                                     |                                                                                     |
| v/c Ratio               |                                                                                   | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.10                                                                              |                                                                                     |                                                                                     | 0.37                                                                                | 0.31                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 30.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 152.4                                                                             |                                                                                     |                                                                                     | 32.2                                                                                | 29.9                                                                                |                                                                                     |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 30.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 152.4                                                                             |                                                                                     |                                                                                     | 32.2                                                                                | 29.9                                                                                |                                                                                     |                                                                                     |
| LOS                     |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | F                                                                                 |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   | 30.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 152.4                                                                             |                                                                                     |                                                                                     |                                                                                     | 31.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | F                                                                                 |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   | ~65                                                                               |                                                                                     |                                                                                     | 45                                                                                  | 52                                                                                  |                                                                                     |                                                                                     |
| Queue Length 95th (ft)  |                                                                                   | 39                                                                                |                                                                                   |                                                                                   |                                                                                   | #169                                                                              |                                                                                     |                                                                                     | 91                                                                                  | 98                                                                                  |                                                                                     |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 849                                                                               |                                                                                   |                                                                                   |                                                                                   | 1181                                                                              |                                                                                     |                                                                                     |                                                                                     | 626                                                                                 |                                                                                     |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     |                                                                                   | 289                                                                               |                                                                                   |                                                                                   |                                                                                   | 107                                                                               |                                                                                     |                                                                                     | 277                                                                                 | 389                                                                                 |                                                                                     |                                                                                     |
| Starvation Cap Reductn  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Spillback Cap Reductn   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Storage Cap Reductn     |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Reduced v/c Ratio       |                                                                                   | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.10                                                                              |                                                                                     |                                                                                     | 0.37                                                                                | 0.31                                                                                |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NEL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 40.3

Intersection LOS: D

Intersection Capacity Utilization 55.2%

ICU Level of Service B

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave



|                         | ↓    | ↙    | ↘    | ↗    | ↖    | ↘    | ↗    |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group              | SBT  | SBR  | SBR2 | NEL2 | NEL  | NER  | NER2 |
| Act Effect Green (s)    | 16.0 | 41.0 |      |      | 20.0 | 20.0 |      |
| Actuated g/C Ratio      | 0.20 | 0.51 |      |      | 0.25 | 0.25 |      |
| v/c Ratio               | 0.19 | 0.26 |      |      | 0.65 | 0.41 |      |
| Control Delay (s/veh)   | 28.2 | 12.0 |      |      | 35.0 | 28.8 |      |
| Queue Delay             | 0.0  | 0.0  |      |      | 0.0  | 0.0  |      |
| Total Delay (s/veh)     | 28.2 | 12.0 |      |      | 35.0 | 28.8 |      |
| LOS                     | C    | B    |      |      | C    | C    |      |
| Approach Delay (s/veh)  | 15.9 |      |      |      | 32.7 |      |      |
| Approach LOS            | B    |      |      |      | C    |      |      |
| Queue Length 50th (ft)  | 30   | 60   |      |      | 130  | 72   |      |
| Queue Length 95th (ft)  | 65   | 103  |      |      | 212  | 129  |      |
| Internal Link Dist (ft) | 865  |      |      |      | 344  |      |      |
| Turn Bay Length (ft)    |      |      |      |      |      |      |      |
| Base Capacity (vph)     | 385  | 871  |      |      | 442  | 415  |      |
| Starvation Cap Reductn  | 0    | 0    |      |      | 0    | 0    |      |
| Spillback Cap Reductn   | 0    | 0    |      |      | 0    | 0    |      |
| Storage Cap Reductn     | 0    | 0    |      |      | 0    | 0    |      |
| Reduced v/c Ratio       | 0.19 | 0.26 |      |      | 0.65 | 0.41 |      |
| Intersection Summary    |      |      |      |      |      |      |      |

Lanes, Volumes, Timings  
Baseline

2045 No-Build  
AM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                     |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)       | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 6                                                                                 | 71                                                                                | 12                                                                                  | 10                                                                                  | 34                                                                                  | 5                                                                                   | 33                                                                                  | 3                                                                                   |
| Future Volume (vph)        | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 6                                                                                 | 71                                                                                | 12                                                                                  | 10                                                                                  | 34                                                                                  | 5                                                                                   | 33                                                                                  | 3                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                  | 12                                                                                  | 12                                                                                  | 11                                                                                  | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | -6%                                                                                 |                                                                                     |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                                |                                                                                     |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Frt                        |                                                                                   | 0.879                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.987                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.989                                                                               |                                                                                     |
| Flt Protected              |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1779                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2152                                                                                | 0                                                                                   | 0                                                                                   | 1769                                                                                | 1942                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.297                                                                               |                                                                                     |                                                                                     | 0.582                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1751                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 644                                                                                 | 0                                                                                   | 0                                                                                   | 1033                                                                                | 1942                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1261                                                                                |                                                                                     |                                                                                     |                                                                                     | 706                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                                |                                                                                     |                                                                                     |                                                                                     | 19.3                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        | 4                                                                                 |                                                                                   |                                                                                   | 25                                                                                |                                                                                   | 25                                                                                |                                                                                     | 4                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 8                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 13%                                                                               | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                  | 0%                                                                                  | 6%                                                                                  | 20%                                                                                 | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 5                                                                                   |
| Adj. Flow (vph)            | 3                                                                                 | 2                                                                                 | 9                                                                                 | 35                                                                                | 7                                                                                 | 80                                                                                | 13                                                                                  | 11                                                                                  | 38                                                                                  | 6                                                                                   | 37                                                                                  | 3                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 49                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 111                                                                                 | 0                                                                                   | 0                                                                                   | 44                                                                                  | 40                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.84                                                                              | 0.77                                                                                | 0.84                                                                                | 0.89                                                                                | 0.93                                                                                | 0.95                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 15                                                                                |                                                                                     | 9                                                                                   | 15                                                                                  | 15                                                                                  |                                                                                     | 9                                                                                   |
| Turn Type                  | Perm                                                                              | NA                                                                                |                                                                                   |                                                                                   | Perm                                                                              | Perm                                                                              | NA                                                                                  |                                                                                     | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases           | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                     |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                                |                                                                                     | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)            | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                                |                                                                                     | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)            | 21.3%                                                                             | 21.3%                                                                             |                                                                                   |                                                                                   | 21.3%                                                                             | 21.3%                                                                             | 21.3%                                                                               |                                                                                     | 26.3%                                                                               | 26.3%                                                                               | 26.3%                                                                               |                                                                                     |
| Maximum Green (s)          | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              | 12.0                                                                                |                                                                                     | 16.0                                                                                | 16.0                                                                                | 16.0                                                                                |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                   | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                   | Lead                                                                              | Lead                                                                              | Lead                                                                                |                                                                                     | Lead                                                                                | Lead                                                                                | Lead                                                                                |                                                                                     |
| Lead-Lag Optimize?         | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Walk Time (s)              | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 |                                                                                     | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     |
| Flash Don't Walk (s)       | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                                |                                                                                     | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |

Lanes, Volumes, Timings  
Baseline

2045 No-Build  
AM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | SBL                                                                               | SBT                                                                               | SBR                                                                               | SBR2                                                                              | NEL                                                                               | NER                                                                               | NER2                                                                              |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)       | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 159                                                                               | 76                                                                                | 101                                                                               |
| Future Volume (vph)        | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 159                                                                               | 76                                                                                | 101                                                                               |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 9                                                                                 | 11                                                                                | 12                                                                                |
| Grade (%)                  |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped Bike Factor            |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |
| Flt Protected              |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 0                                                                                 | 1998                                                                              | 1683                                                                              | 0                                                                                 | 1631                                                                              | 1689                                                                              | 0                                                                                 |
| Flt Permitted              |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 0                                                                                 | 1989                                                                              | 1683                                                                              | 0                                                                                 | 1713                                                                              | 1629                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |
| Link Distance (ft)         |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 424                                                                               |                                                                                   |                                                                                   |
| Travel Time (s)            |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   |
| Confl. Peds. (#/hr)        | 8                                                                                 |                                                                                   | 25                                                                                |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                | 9%                                                                                | 0%                                                                                | 2%                                                                                |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Adj. Flow (vph)            | 4                                                                                 | 166                                                                               | 578                                                                               | 3                                                                                 | 179                                                                               | 85                                                                                | 113                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 0                                                                                 | 170                                                                               | 581                                                                               | 0                                                                                 | 179                                                                               | 198                                                                               | 0                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Right                                                                             | Right                                                                             |
| Median Width(ft)           |                                                                                   | 11                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 1.02                                                                              | 0.93                                                                              | 0.89                                                                              |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 9                                                                                 | 9                                                                                 |
| Turn Type                  | Perm                                                                              | NA                                                                                | custom                                                                            |                                                                                   | D.Pm                                                                              | Perm                                                                              |                                                                                   |
| Protected Phases           |                                                                                   | 3                                                                                 | 2 3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Permitted Phases           | 3                                                                                 |                                                                                   |                                                                                   |                                                                                   | 2                                                                                 | 2                                                                                 |                                                                                   |
| Minimum Split (s)          | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (s)            | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (%)            | 26.3%                                                                             | 26.3%                                                                             |                                                                                   |                                                                                   | 31.3%                                                                             | 31.3%                                                                             |                                                                                   |
| Maximum Green (s)          | 16.0                                                                              | 16.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              |                                                                                   |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| Lead/Lag                   | Lead                                                                              | Lead                                                                              |                                                                                   |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   |
| Lead-Lag Optimize?         | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |
| Walk Time (s)              | 8.0                                                                               | 8.0                                                                               |                                                                                   |                                                                                   | 9.0                                                                               | 9.0                                                                               |                                                                                   |
| Flash Don't Walk (s)       | 8.0                                                                               | 8.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |

Lanes, Volumes, Timings  
Baseline

2045 No-Build  
AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 |
| Act Effect Green (s)    |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 16.0                                                                                | 16.0                                                                                |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.15                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                                |                                                                                     |                                                                                     | 0.20                                                                                | 0.20                                                                                |                                                                                     |
| v/c Ratio               |                                                                                   | 0.19                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1.10                                                                                |                                                                                     |                                                                                     | 0.21                                                                                | 0.10                                                                                |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 31.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 154.4                                                                               |                                                                                     |                                                                                     | 29.9                                                                                | 27.1                                                                                |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 31.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 154.4                                                                               |                                                                                     |                                                                                     | 29.9                                                                                | 27.1                                                                                |                                                                                     |
| LOS                     |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | F                                                                                   |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   | 31.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 154.4                                                                               |                                                                                     |                                                                                     |                                                                                     | 28.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | F                                                                                   |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 22                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ~61                                                                                 |                                                                                     |                                                                                     | 19                                                                                  | 16                                                                                  |                                                                                     |
| Queue Length 95th (ft)  |                                                                                   | 52                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | #160                                                                                |                                                                                     |                                                                                     | 47                                                                                  | 42                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 849                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1181                                                                                |                                                                                     |                                                                                     |                                                                                     | 626                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     |                                                                                   | 262                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 101                                                                                 |                                                                                     |                                                                                     | 206                                                                                 | 388                                                                                 |                                                                                     |
| Starvation Cap Reductn  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn     |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio       |                                                                                   | 0.19                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1.10                                                                                |                                                                                     |                                                                                     | 0.21                                                                                | 0.10                                                                                |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NEL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 35.7

Intersection LOS: D

Intersection Capacity Utilization 70.2%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave



|                         |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SBR2                                                                              | NEL                                                                               | NER                                                                               | NER2                                                                              |
| Act Effect Green (s)    |                                                                                   | 16.0                                                                              | 41.0                                                                              |                                                                                   | 20.0                                                                              | 20.0                                                                              |                                                                                   |
| Actuated g/C Ratio      |                                                                                   | 0.20                                                                              | 0.51                                                                              |                                                                                   | 0.25                                                                              | 0.25                                                                              |                                                                                   |
| v/c Ratio               |                                                                                   | 0.43                                                                              | 0.67                                                                              |                                                                                   | 0.42                                                                              | 0.49                                                                              |                                                                                   |
| Control Delay (s/veh)   |                                                                                   | 31.9                                                                              | 19.4                                                                              |                                                                                   | 28.7                                                                              | 30.4                                                                              |                                                                                   |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Delay (s/veh)     |                                                                                   | 31.9                                                                              | 19.4                                                                              |                                                                                   | 28.7                                                                              | 30.4                                                                              |                                                                                   |
| LOS                     |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 22.2                                                                              |                                                                                   |                                                                                   | 29.6                                                                              |                                                                                   |                                                                                   |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
| Queue Length 50th (ft)  |                                                                                   | 75                                                                                | 204                                                                               |                                                                                   | 75                                                                                | 85                                                                                |                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 131                                                                               | 313                                                                               |                                                                                   | 131                                                                               | 146                                                                               |                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 865                                                                               |                                                                                   |                                                                                   | 344                                                                               |                                                                                   |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     |                                                                                   | 397                                                                               | 862                                                                               |                                                                                   | 428                                                                               | 407                                                                               |                                                                                   |
| Starvation Cap Reductn  |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Spillback Cap Reductn   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Storage Cap Reductn     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Reduced v/c Ratio       |                                                                                   | 0.43                                                                              | 0.67                                                                              |                                                                                   | 0.42                                                                              | 0.49                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Lanes, Volumes, Timings  
Baseline

2045 No-Build  
PM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 | 89                                                                                  | 19                                                                                  | 121                                                                                 | 5                                                                                   | 7                                                                                   |
| Future Volume (vph)        | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 | 89                                                                                  | 19                                                                                  | 121                                                                                 | 5                                                                                   | 7                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                | 12                                                                                 | 12                                                                                  | 11                                                                                  | 11                                                                                  | 12                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   | -6%                                                                               |                                                                                    |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                    |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.913                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.982                                                                             |                                                                                    |                                                                                     |                                                                                     | 0.994                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                    |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 2016                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2172                                                                              | 0                                                                                  | 0                                                                                   | 1894                                                                                | 1945                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.953                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.297                                                                             |                                                                                    |                                                                                     | 0.708                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1930                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 665                                                                               | 0                                                                                  | 0                                                                                   | 1383                                                                                | 1945                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | Yes                                                                                |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 8                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   | 1261                                                                              |                                                                                    |                                                                                     |                                                                                     | 706                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                              |                                                                                    |                                                                                     |                                                                                     | 19.3                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 6                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 | 6                                                                                 |                                                                                   | 6                                                                                  | 6                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 3                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 | 1%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 4                                                                                   | 4                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 93                                                                                | 15                                                                                | 17                                                                                 | 90                                                                                  | 19                                                                                  | 122                                                                                 | 5                                                                                   | 7                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 34                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 125                                                                               | 0                                                                                  | 0                                                                                   | 109                                                                                 | 127                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Left                                                                                | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.77                                                                              | 0.84                                                                               | 0.89                                                                                | 0.93                                                                                | 0.95                                                                                | 0.89                                                                                | 0.88                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                  | 15                                                                                  | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |
| Turn Type                  | Perm                                                                              | NA                                                                                |                                                                                   |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                    | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     | 21.0                                                                                |
| Total Split (s)            | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     | 21.0                                                                                |
| Total Split (%)            | 21.3%                                                                             | 21.3%                                                                             |                                                                                   |                                                                                   | 21.3%                                                                             | 21.3%                                                                             |                                                                                    | 26.3%                                                                               | 26.3%                                                                               | 26.3%                                                                               |                                                                                     | 26.3%                                                                               |
| Maximum Green (s)          | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                    | 16.0                                                                                | 16.0                                                                                | 16.0                                                                                |                                                                                     | 16.0                                                                                |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                   | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                   | Lead                                                                              | Lead                                                                              |                                                                                    | Lead                                                                                | Lead                                                                                | Lead                                                                                |                                                                                     | Lead                                                                                |
| Lead-Lag Optimize?         | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                    | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     | Yes                                                                                 |
| Walk Time (s)              | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Don't Walk (s)       | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                    | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |

Lanes, Volumes, Timings  
Baseline

2045 No-Build  
PM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | SBT                                                                               | SBR                                                                               | SBR2                                                                              | NEL2                                                                              | NEL                                                                               | NER                                                                               | NER2                                                                              |
| Lane Configurations        |  |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)       | 68                                                                                | 220                                                                               | 20                                                                                | 21                                                                                | 282                                                                               | 130                                                                               | 52                                                                                |
| Future Volume (vph)        | 68                                                                                | 220                                                                               | 20                                                                                | 21                                                                                | 282                                                                               | 130                                                                               | 52                                                                                |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              |
| Lane Width (ft)            | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 9                                                                                 | 11                                                                                | 12                                                                                |
| Grade (%)                  | 1%                                                                                |                                                                                   |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped Bike Factor            | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.99                                                                              | 0.97                                                                              |                                                                                   |
| Frt                        |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |
| Flt Protected              | 0.995                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 1974                                                                              | 1701                                                                              | 0                                                                                 | 0                                                                                 | 1761                                                                              | 1708                                                                              | 0                                                                                 |
| Flt Permitted              | 0.973                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.967                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 1929                                                                              | 1701                                                                              | 0                                                                                 | 0                                                                                 | 1770                                                                              | 1661                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           | 25                                                                                |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |
| Link Distance (ft)         | 945                                                                               |                                                                                   |                                                                                   |                                                                                   | 424                                                                               |                                                                                   |                                                                                   |
| Travel Time (s)            | 25.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 11.6                                                                              |                                                                                   |                                                                                   |
| Confl. Peds. (#/hr)        |                                                                                   | 6                                                                                 | 3                                                                                 | 3                                                                                 | 6                                                                                 | 3                                                                                 | 1                                                                                 |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              |
| Heavy Vehicles (%)         | 2%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Adj. Flow (vph)            | 69                                                                                | 222                                                                               | 20                                                                                | 21                                                                                | 285                                                                               | 131                                                                               | 53                                                                                |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 76                                                                                | 242                                                                               | 0                                                                                 | 0                                                                                 | 306                                                                               | 184                                                                               | 0                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             |
| Median Width(ft)           | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.89                                                                              | 1.02                                                                              | 0.93                                                                              | 0.89                                                                              |
| Turning Speed (mph)        |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                 | 9                                                                                 |
| Turn Type                  | NA                                                                                | custom                                                                            |                                                                                   | D.Pm                                                                              | D.Pm                                                                              | Perm                                                                              |                                                                                   |
| Protected Phases           | 3                                                                                 | 2 3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   |
| Minimum Split (s)          | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (s)            | 21.0                                                                              |                                                                                   |                                                                                   | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              |                                                                                   |
| Total Split (%)            | 26.3%                                                                             |                                                                                   |                                                                                   | 31.3%                                                                             | 31.3%                                                                             | 31.3%                                                                             |                                                                                   |
| Maximum Green (s)          | 16.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              |                                                                                   |
| Yellow Time (s)            | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   |
| All-Red Time (s)           | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   |
| Lost Time Adjust (s)       | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Lost Time (s)        | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| Lead/Lag                   | Lead                                                                              |                                                                                   |                                                                                   | Lag                                                                               | Lag                                                                               | Lag                                                                               |                                                                                   |
| Lead-Lag Optimize?         | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |
| Walk Time (s)              | 8.0                                                                               |                                                                                   |                                                                                   | 9.0                                                                               | 9.0                                                                               | 9.0                                                                               |                                                                                   |
| Flash Don't Walk (s)       | 8.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   |
| Pedestrian Calls (#/hr)    | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |

Lanes, Volumes, Timings  
Baseline

2045 No-Build  
PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 |
| Act Effect Green (s)    |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                     |                                                                                     | 16.0                                                                                | 16.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.15                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                              |                                                                                     |                                                                                     | 0.20                                                                                | 0.20                                                                                |                                                                                     |                                                                                     |
| v/c Ratio               |                                                                                   | 0.12                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.18                                                                              |                                                                                     |                                                                                     | 0.39                                                                                | 0.33                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 30.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 177.0                                                                             |                                                                                     |                                                                                     | 32.8                                                                                | 30.2                                                                                |                                                                                     |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 30.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 177.0                                                                             |                                                                                     |                                                                                     | 32.8                                                                                | 30.2                                                                                |                                                                                     |                                                                                     |
| LOS                     |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | F                                                                                 |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   | 30.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 177.0                                                                             |                                                                                     |                                                                                     |                                                                                     | 31.4                                                                                |                                                                                     |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | F                                                                                 |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   | ~73                                                                               |                                                                                     |                                                                                     | 48                                                                                  | 55                                                                                  |                                                                                     |                                                                                     |
| Queue Length 95th (ft)  |                                                                                   | 40                                                                                |                                                                                   |                                                                                   |                                                                                   | #179                                                                              |                                                                                     |                                                                                     | 95                                                                                  | 103                                                                                 |                                                                                     |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 849                                                                               |                                                                                   |                                                                                   |                                                                                   | 1181                                                                              |                                                                                     |                                                                                     |                                                                                     | 626                                                                                 |                                                                                     |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     |                                                                                   | 289                                                                               |                                                                                   |                                                                                   |                                                                                   | 106                                                                               |                                                                                     |                                                                                     | 276                                                                                 | 389                                                                                 |                                                                                     |                                                                                     |
| Starvation Cap Reductn  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Spillback Cap Reductn   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Storage Cap Reductn     |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Reduced v/c Ratio       |                                                                                   | 0.12                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.18                                                                              |                                                                                     |                                                                                     | 0.39                                                                                | 0.33                                                                                |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NEL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.18

Intersection Signal Delay (s/veh): 43.5

Intersection LOS: D

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave



|                         |  |  |  |  |  |  |      |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Group              | SBT                                                                               | SBR                                                                               | SBR2                                                                              | NEL2                                                                              | NEL                                                                               | NER                                                                               | NER2 |
| Act Effect Green (s)    | 16.0                                                                              | 41.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              |      |
| Actuated g/C Ratio      | 0.20                                                                              | 0.51                                                                              |                                                                                   |                                                                                   | 0.25                                                                              | 0.25                                                                              |      |
| v/c Ratio               | 0.20                                                                              | 0.28                                                                              |                                                                                   |                                                                                   | 0.69                                                                              | 0.44                                                                              |      |
| Control Delay (s/veh)   | 28.3                                                                              | 12.2                                                                              |                                                                                   |                                                                                   | 36.8                                                                              | 29.4                                                                              |      |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |      |
| Total Delay (s/veh)     | 28.3                                                                              | 12.2                                                                              |                                                                                   |                                                                                   | 36.8                                                                              | 29.4                                                                              |      |
| LOS                     | C                                                                                 | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 | C                                                                                 |      |
| Approach Delay (s/veh)  | 16.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 34.0                                                                              |                                                                                   |      |
| Approach LOS            | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |      |
| Queue Length 50th (ft)  | 32                                                                                | 65                                                                                |                                                                                   |                                                                                   | 139                                                                               | 78                                                                                |      |
| Queue Length 95th (ft)  | 68                                                                                | 109                                                                               |                                                                                   |                                                                                   | #230                                                                              | 138                                                                               |      |
| Internal Link Dist (ft) | 865                                                                               |                                                                                   |                                                                                   |                                                                                   | 344                                                                               |                                                                                   |      |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Base Capacity (vph)     | 385                                                                               | 871                                                                               |                                                                                   |                                                                                   | 442                                                                               | 415                                                                               |      |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |      |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |      |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |      |
| Reduced v/c Ratio       | 0.20                                                                              | 0.28                                                                              |                                                                                   |                                                                                   | 0.69                                                                              | 0.44                                                                              |      |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1A  
AM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 6                                                                                 | 71                                                                                | 12                                                                                  | 10                                                                                  | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Future Volume (vph)        | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 6                                                                                 | 71                                                                                | 12                                                                                  | 10                                                                                  | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                  | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | -6%                                                                                 |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.85                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                                |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.879                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.987                                                                               |                                                                                     |                                                                                     | 0.921                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1671                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2150                                                                                | 0                                                                                   | 2079                                                                                | 1602                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1669                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1921                                                                                | 0                                                                                   | 2079                                                                                | 1602                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1261                                                                                |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                                |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 4                                                                                 |                                                                                   |                                                                                   | 25                                                                                |                                                                                   | 25                                                                                |                                                                                     | 4                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 13%                                                                               | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 9%                                                                                  | 0%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 3                                                                                 | 2                                                                                 | 9                                                                                 | 35                                                                                | 7                                                                                 | 80                                                                                | 13                                                                                  | 11                                                                                  | 0                                                                                   | 179                                                                                 | 85                                                                                  | 113                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 49                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 111                                                                                 | 0                                                                                   | 0                                                                                   | 377                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.84                                                                              | 0.77                                                                                | 0.84                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 15                                                                                |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Turn Type                  | Split                                                                             | NA                                                                                |                                                                                   |                                                                                   | Split                                                                             | Split                                                                             | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 | 4                                                                                   |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                                |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |
| Total Split (s)            | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                                |                                                                                     | 17.0                                                                                | 59.0                                                                                |                                                                                     |                                                                                     |
| Total Split (%)            | 12.1%                                                                             | 12.1%                                                                             |                                                                                   |                                                                                   | 12.1%                                                                             | 12.1%                                                                             | 12.1%                                                                               |                                                                                     | 12.1%                                                                               | 42.1%                                                                               |                                                                                     |                                                                                     |
| Maximum Green (s)          | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              | 12.0                                                                                |                                                                                     | 12.0                                                                                | 54.0                                                                                |                                                                                     |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walk Time (s)              | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                 |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |
| Flash Don't Walk (s)       | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                                |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |

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Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1A  
AM Peak Hour

|                            |  |  |  |  |  |  |    |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                                 | NWR2                                                                                |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |                                                                                   |  |  |                                                                                     |
| Traffic Volume (vph)       | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 34                                                                                | 5                                                                                 | 33                                                                                  | 3                                                                                   |
| Future Volume (vph)        | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 34                                                                                | 5                                                                                 | 33                                                                                  | 3                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                               |                                                                                     |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1900                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1769                                                                              | 1674                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1869                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1576                                                                              | 1674                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 8                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                | 6%                                                                                | 20%                                                                               | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                   | 5                                                                                   |
| Adj. Flow (vph)            | 4                                                                                 | 166                                                                               | 578                                                                               | 3                                                                                 | 38                                                                                | 6                                                                                 | 37                                                                                  | 3                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 170                                                                               | 581                                                                               | 0                                                                                 | 0                                                                                 | 44                                                                                | 40                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 11                                                                                |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.89                                                                              | 0.93                                                                              | 0.95                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                   | 9                                                                                   |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | Prot                                                                              | Prot                                                                                |                                                                                     |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 | 9                                                                                   |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              | 21.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                                |                                                                                     |
| Total Split (s)            | 26.0                                                                              | 26.0                                                                              | 68.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                                |                                                                                     |
| Total Split (%)            | 18.6%                                                                             | 18.6%                                                                             | 48.6%                                                                             |                                                                                   | 15.0%                                                                             | 15.0%                                                                             | 15.0%                                                                               |                                                                                     |
| Maximum Green (s)          | 21.0                                                                              | 21.0                                                                              | 63.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                                |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                                 |                                                                                     |
| Lead/Lag                   | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Walk Time (s)              |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                                 |                                                                                     |
| Flash Don't Walk (s)       |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                                 |                                                                                     |
| Pedestrian Calls (#/hr)    |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |

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AM Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Act Effect Green (s)   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                                |                                                                                     |                                                                                     | 54.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio     |                                                                                   | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.09                                                                                |                                                                                     |                                                                                     | 0.39                                                                                |                                                                                     |                                                                                     |
| v/c Ratio              |                                                                                   | 0.34                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.59                                                                                |                                                                                     |                                                                                     | 0.61                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)  |                                                                                   | 67.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 73.7                                                                                |                                                                                     |                                                                                     | 39.7                                                                                |                                                                                     |                                                                                     |
| Queue Delay            |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)    |                                                                                   | 67.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 73.7                                                                                |                                                                                     |                                                                                     | 39.7                                                                                |                                                                                     |                                                                                     |
| LOS                    |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh) |                                                                                   | 67.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 73.7                                                                                |                                                                                     |                                                                                     | 39.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS           |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Pretimed

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 45.5

Intersection LOS: D

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave

|                                                                                     |        |                                                                                     |    |                                                                                      |    |                                                                                       |    |                                                                                       |    |
|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|----|--------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|----|
|  | Ø2 (R) |  | Ø1 |  | Ø4 |  | Ø8 |  | Ø9 |
| 59 s                                                                                |        | 26 s                                                                                |    | 17 s                                                                                 |    | 17 s                                                                                  |    | 21 s                                                                                  |    |
|  | Ø6 (R) |  | Ø5 |                                                                                      |    |                                                                                       |    |                                                                                       |    |
| 68 s                                                                                |        | 17 s                                                                                |    |                                                                                      |    |                                                                                       |    |                                                                                       |    |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1A  
AM Peak Hour

|                        |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               | NWR2                                                                                |
| Act Effect Green (s)   |                                                                                   | 21.0                                                                              | 63.0                                                                              |                                                                                   |                                                                                   | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Actuated g/C Ratio     |                                                                                   | 0.15                                                                              | 0.45                                                                              |                                                                                   |                                                                                   | 0.11                                                                              | 0.11                                                                              |                                                                                     |
| v/c Ratio              |                                                                                   | 0.60                                                                              | 0.65                                                                              |                                                                                   |                                                                                   | 0.22                                                                              | 0.21                                                                              |                                                                                     |
| Control Delay (s/veh)  |                                                                                   | 65.1                                                                              | 34.3                                                                              |                                                                                   |                                                                                   | 59.4                                                                              | 59.4                                                                              |                                                                                     |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Total Delay (s/veh)    |                                                                                   | 65.1                                                                              | 34.3                                                                              |                                                                                   |                                                                                   | 59.4                                                                              | 59.4                                                                              |                                                                                     |
| LOS                    |                                                                                   | E                                                                                 | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 | E                                                                                 |                                                                                     |
| Approach Delay (s/veh) |                                                                                   |                                                                                   | 41.3                                                                              |                                                                                   |                                                                                   | 59.4                                                                              |                                                                                   |                                                                                     |
| Approach LOS           |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1A  
PM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |  |                                                                                     |  |  |                                                                                     |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 92                                                                                | 15                                                                                | 17                                                                                  | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  | 7                                                                                   |
| Future Volume (vph)        | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 92                                                                                | 15                                                                                | 17                                                                                  | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  | 7                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   | -6%                                                                               |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.913                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.982                                                                             |                                                                                     |                                                                                     | 0.941                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 2000                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2169                                                                              | 0                                                                                   | 1975                                                                                | 1728                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1993                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2123                                                                              | 0                                                                                   | 1962                                                                                | 1728                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   | 1261                                                                              |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                              |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 6                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 | 6                                                                                 |                                                                                   | 6                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 1                                                                                   | 3                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 93                                                                                | 15                                                                                | 17                                                                                  | 21                                                                                  | 285                                                                                 | 131                                                                                 | 53                                                                                  | 7                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 34                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 125                                                                               | 0                                                                                   | 21                                                                                  | 469                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               | Left                                                                                |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.77                                                                              | 0.84                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                | 0.88                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   | 15                                                                                  |
| Turn Type                  | Split                                                                             | NA                                                                                |                                                                                   |                                                                                   | Split                                                                             | NA                                                                                |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Prot                                                                                |
| Protected Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     | 17.0                                                                                |
| Total Split (s)            | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                     | 17.0                                                                                | 48.0                                                                                |                                                                                     |                                                                                     | 17.0                                                                                |
| Total Split (%)            | 14.2%                                                                             | 14.2%                                                                             |                                                                                   |                                                                                   | 14.2%                                                                             | 14.2%                                                                             |                                                                                     | 14.2%                                                                               | 40.0%                                                                               |                                                                                     |                                                                                     | 14.2%                                                                               |
| Maximum Green (s)          | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                     | 12.0                                                                                | 43.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     | 2.0                                                                                 |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lead/Lag                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     | Lag                                                                                 |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walk Time (s)              | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Flash Don't Walk (s)       | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |

Timing Plan: Pretimed  
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Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1A  
PM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               | NWR2                                                                                |
| Lane Configurations        |  |  |                                                                                   |                                                                                   |  |  |                                                                                     |
| Traffic Volume (vph)       | 68                                                                                | 220                                                                               | 20                                                                                | 89                                                                                | 19                                                                                | 121                                                                               | 5                                                                                   |
| Future Volume (vph)        | 68                                                                                | 220                                                                               | 20                                                                                | 89                                                                                | 19                                                                                | 121                                                                               | 5                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                |
| Lane Width (ft)            | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                  |
| Grade (%)                  |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                |
| Ped Bike Factor            | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                     |
| Frt                        |                                                                                   | 0.988                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                     |
| Satd. Flow (prot)          | 1885                                                                              | 1973                                                                              | 0                                                                                 | 0                                                                                 | 1894                                                                              | 1665                                                                              | 0                                                                                   |
| Flt Permitted              | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                     |
| Satd. Flow (perm)          | 1876                                                                              | 1973                                                                              | 0                                                                                 | 0                                                                                 | 1830                                                                              | 1665                                                                              | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     |
| Link Distance (ft)         |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                   |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                   |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   | 3                                                                                 | 6                                                                                 | 3                                                                                 |                                                                                   | 3                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                 | 4                                                                                   |
| Adj. Flow (vph)            | 69                                                                                | 222                                                                               | 20                                                                                | 90                                                                                | 19                                                                                | 122                                                                               | 5                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Lane Group Flow (vph)      | 76                                                                                | 242                                                                               | 0                                                                                 | 0                                                                                 | 109                                                                               | 127                                                                               | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 11                                                                                |                                                                                   |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Headway Factor             | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.89                                                                              | 0.93                                                                              | 0.95                                                                              | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                 | 9                                                                                   |
| Turn Type                  | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | Prot                                                                              | Prot                                                                              |                                                                                     |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 | 9                                                                                 |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 25.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                     |
| Total Split (s)            | 17.0                                                                              | 48.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                     |
| Total Split (%)            | 14.2%                                                                             | 40.0%                                                                             |                                                                                   | 17.5%                                                                             | 17.5%                                                                             | 17.5%                                                                             |                                                                                     |
| Maximum Green (s)          | 12.0                                                                              | 43.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                     |
| Lost Time Adjust (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Total Lost Time (s)        | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                     |
| Lead/Lag                   | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Walk Time (s)              |                                                                                   | 9.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                     |
| Flash Don't Walk (s)       |                                                                                   | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                     |
| Pedestrian Calls (#/hr)    |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |

Timing Plan: Pretimed  
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|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Act Effect Green (s)   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                    | 12.0                                                                                | 43.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio     |                                                                                   | 0.10                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.10                                                                              |                                                                                    | 0.10                                                                                | 0.36                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio              |                                                                                   | 0.17                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.57                                                                              |                                                                                    | 0.11                                                                                | 0.76                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s/veh)  |                                                                                   | 51.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 60.1                                                                              |                                                                                    | 50.6                                                                                | 43.2                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Queue Delay            |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Total Delay (s/veh)    |                                                                                   | 51.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 60.1                                                                              |                                                                                    | 50.6                                                                                | 43.2                                                                                |                                                                                     |                                                                                     |                                                                                     |
| LOS                    |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                    | D                                                                                   | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh) |                                                                                   | 51.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 60.1                                                                              |                                                                                    |                                                                                     | 43.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS           |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                    |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 46.3

Intersection LOS: D

Intersection Capacity Utilization 76.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave

|                                                                                            |                                                                                        |                                                                                        |                                                                                          |                                                                                          |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  Ø2 (R) |  Ø1 |  Ø4 |  Ø8 |  Ø9 |
| 48 s                                                                                       | 17 s                                                                                   | 17 s                                                                                   | 17 s                                                                                     | 21 s                                                                                     |
|  Ø6 (R) |  Ø5 |                                                                                        |                                                                                          |                                                                                          |
| 48 s                                                                                       | 17 s                                                                                   |                                                                                        |                                                                                          |                                                                                          |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1A  
PM Peak Hour

|                        |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               | NWR2                                                                                |
| Act Effect Green (s)   | 12.0                                                                              | 43.0                                                                              |                                                                                   |                                                                                   | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Actuated g/C Ratio     | 0.10                                                                              | 0.36                                                                              |                                                                                   |                                                                                   | 0.13                                                                              | 0.13                                                                              |                                                                                     |
| v/c Ratio              | 0.40                                                                              | 0.34                                                                              |                                                                                   |                                                                                   | 0.43                                                                              | 0.57                                                                              |                                                                                     |
| Control Delay (s/veh)  | 57.6                                                                              | 29.9                                                                              |                                                                                   |                                                                                   | 53.8                                                                              | 59.8                                                                              |                                                                                     |
| Queue Delay            | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Total Delay (s/veh)    | 57.6                                                                              | 29.9                                                                              |                                                                                   |                                                                                   | 53.8                                                                              | 59.8                                                                              |                                                                                     |
| LOS                    | E                                                                                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 | E                                                                                 |                                                                                     |
| Approach Delay (s/veh) |                                                                                   | 36.5                                                                              |                                                                                   |                                                                                   | 57.0                                                                              |                                                                                   |                                                                                     |
| Approach LOS           |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
AM Peak Hour

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                 | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 6                                                                                 | 71                                                                                | 12                                                                                  | 10                                                                                  | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Future Volume (vph)        | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 6                                                                                 | 71                                                                                | 12                                                                                  | 10                                                                                  | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                  | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | -6%                                                                                 |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.85                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                                |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.879                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.987                                                                               |                                                                                     |                                                                                     | 0.921                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1671                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2150                                                                                | 0                                                                                   | 2079                                                                                | 1602                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1669                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1921                                                                                | 0                                                                                   | 2079                                                                                | 1602                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1261                                                                                |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                                |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 4                                                                                 |                                                                                   |                                                                                   | 25                                                                                |                                                                                   | 25                                                                                |                                                                                     | 4                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 13%                                                                               | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 9%                                                                                  | 0%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 3                                                                                 | 2                                                                                 | 9                                                                                 | 35                                                                                | 7                                                                                 | 80                                                                                | 13                                                                                  | 11                                                                                  | 0                                                                                   | 179                                                                                 | 85                                                                                  | 113                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 49                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 111                                                                                 | 0                                                                                   | 0                                                                                   | 377                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.84                                                                              | 0.77                                                                                | 0.84                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                | 15                                                                                |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 | 1                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   |                                                                                   | Left                                                                              | Left                                                                              | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 50                                                                                |                                                                                   |                                                                                   | 20                                                                                | 20                                                                                | 50                                                                                  |                                                                                     | 50                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 50                                                                                |                                                                                   |                                                                                   | 20                                                                                | 20                                                                                | 50                                                                                  |                                                                                     | 50                                                                                  | 50                                                                                  |                                                                                     |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Turn Type                  | Split                                                                             | NA                                                                                |                                                                                   |                                                                                   | Split                                                                             | Split                                                                             | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 | 4                                                                                   |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 | 4                                                                                   |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timing Plan: Actuated  
01/14/2026

Synchro 12 Report  
Page 1

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
AM Peak Hour

|                            |  |  |  |  |  |  |    |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                                 | NWR2                                                                                |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |                                                                                   |  |  |                                                                                     |
| Traffic Volume (vph)       | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 34                                                                                | 5                                                                                 | 33                                                                                  | 3                                                                                   |
| Future Volume (vph)        | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 34                                                                                | 5                                                                                 | 33                                                                                  | 3                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                               |                                                                                     |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1900                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1769                                                                              | 1674                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1869                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1576                                                                              | 1674                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     | 8                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                | 6%                                                                                | 20%                                                                               | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                   | 5                                                                                   |
| Adj. Flow (vph)            | 4                                                                                 | 166                                                                               | 578                                                                               | 3                                                                                 | 38                                                                                | 6                                                                                 | 37                                                                                  | 3                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 170                                                                               | 581                                                                               | 0                                                                                 | 0                                                                                 | 44                                                                                | 40                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 11                                                                                |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.89                                                                              | 0.93                                                                              | 0.95                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                   | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 | 1                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Left                                                                              | Right                                                                               |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 50                                                                                | 0                                                                                 |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                  |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 50                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                  |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | Prot                                                                              | Prot                                                                                |                                                                                     |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 | 9                                                                                   |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Detector Phase             | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 | 9                                                                                   |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |

Timing Plan: Actuated  
01/14/2026

Synchro 12 Report  
Page 2

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
AM Peak Hour

|                                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL2                                                                              | WBL                                                                               | WBT                                                                                | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Minimum Initial (s)                     | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              | 12.0                                                                               |                                                                                     | 12.0                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |
| Minimum Split (s)                       | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                               |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |
| Total Split (s)                         | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              | 17.0                                                                               |                                                                                     | 17.0                                                                                | 59.0                                                                                |                                                                                     |                                                                                     |
| Total Split (%)                         | 12.1%                                                                             | 12.1%                                                                             |                                                                                   |                                                                                   | 12.1%                                                                             | 12.1%                                                                             | 12.1%                                                                              |                                                                                     | 12.1%                                                                               | 42.1%                                                                               |                                                                                     |                                                                                     |
| Maximum Green (s)                       | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              | 12.0                                                                               |                                                                                     | 12.0                                                                                | 54.0                                                                                |                                                                                     |                                                                                     |
| Yellow Time (s)                         | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| All-Red Time (s)                        | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |
| Lost Time Adjust (s)                    |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)                     |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                                |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| Recall Mode                             | Ped                                                                               | Ped                                                                               |                                                                                   |                                                                                   | Ped                                                                               | Ped                                                                               | Ped                                                                                |                                                                                     | None                                                                                | Max                                                                                 |                                                                                     |                                                                                     |
| Walk Time (s)                           | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               | 1.0                                                                                |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |
| Flash Don't Walk (s)                    | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                               |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                  |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Act Effect Green (s)                    |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                               |                                                                                     |                                                                                     | 54.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio                      |                                                                                   | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.09                                                                               |                                                                                     |                                                                                     | 0.40                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                               |                                                                                   | 0.33                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.58                                                                               |                                                                                     |                                                                                     | 0.59                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)                   |                                                                                   | 66.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 71.4                                                                               |                                                                                     |                                                                                     | 37.6                                                                                |                                                                                     |                                                                                     |
| Queue Delay                             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)                     |                                                                                   | 66.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 71.4                                                                               |                                                                                     |                                                                                     | 37.6                                                                                |                                                                                     |                                                                                     |
| LOS                                     |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh)                  |                                                                                   | 66.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 71.4                                                                               |                                                                                     |                                                                                     | 37.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                            |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 140                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 136              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 100                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.72                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay (s/veh): 40.1 | Intersection LOS: D                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 76.3% | ICU Level of Service D                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave

|                                                                                        |                                                                                        |                                                                                         |                                                                                          |                                                                                          |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  Ø2 |  Ø1 |  Ø4 |  Ø8 |  Ø9 |
| 59 s                                                                                   | 26 s                                                                                   | 17 s                                                                                    | 17 s                                                                                     | 21 s                                                                                     |
|  Ø6 |  Ø5 |                                                                                         |                                                                                          |                                                                                          |
| 68 s                                                                                   | 17 s                                                                                   |                                                                                         |                                                                                          |                                                                                          |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
AM Peak Hour

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               | NWR2                                                                                |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              | 16.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              | 21.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                     |
| Total Split (s)         | 26.0                                                                              | 26.0                                                                              | 68.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                     |
| Total Split (%)         | 18.6%                                                                             | 18.6%                                                                             | 48.6%                                                                             |                                                                                   | 15.0%                                                                             | 15.0%                                                                             | 15.0%                                                                             |                                                                                     |
| Maximum Green (s)       | 21.0                                                                              | 21.0                                                                              | 63.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | Max                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               | Ped                                                                               |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                     |
| Flash Don't Walk (s)    |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |
| Act Effect Green (s)    |                                                                                   | 17.0                                                                              | 76.0                                                                              |                                                                                   |                                                                                   | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.13                                                                              | 0.56                                                                              |                                                                                   |                                                                                   | 0.12                                                                              | 0.12                                                                              |                                                                                     |
| v/c Ratio               |                                                                                   | 0.72                                                                              | 0.53                                                                              |                                                                                   |                                                                                   | 0.21                                                                              | 0.20                                                                              |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 74.5                                                                              | 20.8                                                                              |                                                                                   |                                                                                   | 58.4                                                                              | 58.4                                                                              |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 74.5                                                                              | 20.8                                                                              |                                                                                   |                                                                                   | 58.4                                                                              | 58.4                                                                              |                                                                                     |
| LOS                     |                                                                                   | E                                                                                 | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 | E                                                                                 |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   |                                                                                   | 32.9                                                                              |                                                                                   |                                                                                   | 58.4                                                                              |                                                                                   |                                                                                     |
| Approach LOS            |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
PM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |                                                                                   |  |                                                                                     |  |  |                                                                                     |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 92                                                                                | 15                                                                                | 17                                                                                  | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  | 7                                                                                   |
| Future Volume (vph)        | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 92                                                                                | 15                                                                                | 17                                                                                  | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  | 7                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   |                                                                                   | -6%                                                                               |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.913                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.982                                                                             |                                                                                     |                                                                                     | 0.941                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 2000                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2169                                                                              | 0                                                                                   | 1975                                                                                | 1728                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1993                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2123                                                                              | 0                                                                                   | 1962                                                                                | 1728                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   | 929                                                                               |                                                                                   |                                                                                   |                                                                                   | 1261                                                                              |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 34.4                                                                              |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 6                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 | 6                                                                                 |                                                                                   | 6                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 1                                                                                   | 3                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 93                                                                                | 15                                                                                | 17                                                                                  | 21                                                                                  | 285                                                                                 | 131                                                                                 | 53                                                                                  | 7                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 34                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 125                                                                               | 0                                                                                   | 21                                                                                  | 469                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               | Left                                                                                |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.84                                                                              | 0.77                                                                              | 0.84                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                | 0.88                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   | 15                                                                                  |
| Number of Detectors        | 1                                                                                 | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                     | 1                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     | Left                                                                                |
| Leading Detector (ft)      | 20                                                                                | 50                                                                                |                                                                                   |                                                                                   | 20                                                                                | 50                                                                                |                                                                                     | 50                                                                                  | 0                                                                                   |                                                                                     |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 50                                                                                |                                                                                   |                                                                                   | 20                                                                                | 50                                                                                |                                                                                     | 50                                                                                  | 6                                                                                   |                                                                                     |                                                                                     | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |
| Turn Type                  | Split                                                                             | NA                                                                                |                                                                                   |                                                                                   | Split                                                                             | NA                                                                                |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     | Prot                                                                                |
| Protected Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timing Plan: Actuated  
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Synchro 12 Report  
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Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
PM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               | NWR2                                                                                |
| Lane Configurations        |  |  |                                                                                   |                                                                                   |  |  |                                                                                     |
| Traffic Volume (vph)       | 68                                                                                | 220                                                                               | 20                                                                                | 89                                                                                | 19                                                                                | 121                                                                               | 5                                                                                   |
| Future Volume (vph)        | 68                                                                                | 220                                                                               | 20                                                                                | 89                                                                                | 19                                                                                | 121                                                                               | 5                                                                                   |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                |
| Lane Width (ft)            | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                  |
| Grade (%)                  |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                |
| Ped Bike Factor            | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                     |
| Frt                        |                                                                                   | 0.988                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                     |
| Satd. Flow (prot)          | 1885                                                                              | 1973                                                                              | 0                                                                                 | 0                                                                                 | 1894                                                                              | 1665                                                                              | 0                                                                                   |
| Flt Permitted              | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                     |
| Satd. Flow (perm)          | 1876                                                                              | 1973                                                                              | 0                                                                                 | 0                                                                                 | 1830                                                                              | 1665                                                                              | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Link Speed (mph)           |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                     |
| Link Distance (ft)         |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                   |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                   |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   | 3                                                                                 | 6                                                                                 | 3                                                                                 |                                                                                   | 3                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                 | 4                                                                                   |
| Adj. Flow (vph)            | 69                                                                                | 222                                                                               | 20                                                                                | 90                                                                                | 19                                                                                | 122                                                                               | 5                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Lane Group Flow (vph)      | 76                                                                                | 242                                                                               | 0                                                                                 | 0                                                                                 | 109                                                                               | 127                                                                               | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 11                                                                                |                                                                                   |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Headway Factor             | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.89                                                                              | 0.93                                                                              | 0.95                                                                              | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                 | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 | 1                                                                                 |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Left                                                                              | Right                                                                             |                                                                                     |
| Leading Detector (ft)      | 50                                                                                | 0                                                                                 |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |
| Detector 1 Size(ft)        | 50                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Turn Type                  | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | Prot                                                                              | Prot                                                                              |                                                                                     |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 | 9                                                                                 |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Detector Phase             | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 | 9                                                                                 |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |

Timing Plan: Actuated  
01/14/2026

Synchro 12 Report  
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Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | EBR2                                                                              | WBL                                                                               | WBT                                                                               | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                | SBL2                                                                                |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                     | 12.0                                                                                | 20.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     | 17.0                                                                                |
| Total Split (s)         | 17.0                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                     | 17.0                                                                                | 48.0                                                                                |                                                                                     |                                                                                     | 17.0                                                                                |
| Total Split (%)         | 14.2%                                                                             | 14.2%                                                                             |                                                                                   |                                                                                   | 14.2%                                                                             | 14.2%                                                                             |                                                                                     | 14.2%                                                                               | 40.0%                                                                               |                                                                                     |                                                                                     | 14.2%                                                                               |
| Maximum Green (s)       | 12.0                                                                              | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                     | 12.0                                                                                | 43.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     | 2.0                                                                                 |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lead/Lag                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     | Lag                                                                                 |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |
| Recall Mode             | Ped                                                                               | Ped                                                                               |                                                                                   |                                                                                   | Ped                                                                               | Ped                                                                               |                                                                                     | None                                                                                | Max                                                                                 |                                                                                     |                                                                                     | None                                                                                |
| Walk Time (s)           | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Flash Don't Walk (s)    | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                     | 12.0                                                                                | 43.2                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.10                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.10                                                                              |                                                                                     | 0.10                                                                                | 0.37                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio               |                                                                                   | 0.16                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.55                                                                              |                                                                                     | 0.10                                                                                | 0.73                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 51.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 58.6                                                                              |                                                                                     | 50.6                                                                                | 40.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 51.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 58.6                                                                              |                                                                                     | 50.6                                                                                | 40.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| LOS                     |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   | 51.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 58.6                                                                              |                                                                                     |                                                                                     | 41.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 43.9

Intersection LOS: D

Intersection Capacity Utilization 76.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave

|                                                                                     |    |                                                                                     |    |                                                                                     |    |                                                                                       |    |                                                                                       |    |
|-------------------------------------------------------------------------------------|----|-------------------------------------------------------------------------------------|----|-------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------------|----|
|  | Ø2 |  | Ø1 |  | Ø4 |  | Ø8 |  | Ø9 |
| 48 s                                                                                |    | 17 s                                                                                |    | 17 s                                                                                |    | 17 s                                                                                  |    | 21 s                                                                                  |    |
|  | Ø6 |  | Ø5 |                                                                                     |    |                                                                                       |    |                                                                                       |    |
| 48 s                                                                                |    | 17 s                                                                                |    |                                                                                     |    |                                                                                       |    |                                                                                       |    |

Lanes, Volumes, Timings  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
PM Peak Hour

|                         |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | SBL                                                                               | SBT                                                                               | SBR                                                                               | NWL2                                                                              | NWL                                                                               | NWR                                                                               | NWR2                                                                                |
| Minimum Initial (s)     | 12.0                                                                              | 20.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Minimum Split (s)       | 17.0                                                                              | 25.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                     |
| Total Split (s)         | 17.0                                                                              | 48.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                     |
| Total Split (%)         | 14.2%                                                                             | 40.0%                                                                             |                                                                                   | 17.5%                                                                             | 17.5%                                                                             | 17.5%                                                                             |                                                                                     |
| Maximum Green (s)       | 12.0                                                                              | 43.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              |                                                                                     |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                     |
| Recall Mode             | None                                                                              | Max                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               | Ped                                                                               |                                                                                     |
| Walk Time (s)           |                                                                                   | 9.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                     |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |
| Act Effect Green (s)    | 12.0                                                                              | 49.8                                                                              |                                                                                   |                                                                                   | 16.1                                                                              | 16.1                                                                              |                                                                                     |
| Actuated g/C Ratio      | 0.10                                                                              | 0.43                                                                              |                                                                                   |                                                                                   | 0.14                                                                              | 0.14                                                                              |                                                                                     |
| v/c Ratio               | 0.39                                                                              | 0.29                                                                              |                                                                                   |                                                                                   | 0.42                                                                              | 0.55                                                                              |                                                                                     |
| Control Delay (s/veh)   | 56.9                                                                              | 24.6                                                                              |                                                                                   |                                                                                   | 52.9                                                                              | 58.3                                                                              |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |
| Total Delay (s/veh)     | 56.9                                                                              | 24.6                                                                              |                                                                                   |                                                                                   | 52.9                                                                              | 58.3                                                                              |                                                                                     |
| LOS                     | E                                                                                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 | E                                                                                 |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   | 32.4                                                                              |                                                                                   |                                                                                   | 55.8                                                                              |                                                                                   |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |

Lanes, Volumes, Timings  
Revised Phasing - Cal Ave, Termon, and BH

2045 Alternative 2A  
AM Peak Hour

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| Lane Group                 | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                 | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 34                                                                                | 5                                                                                 | 33                                                                                  | 3                                                                                   | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Future Volume (vph)        | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 34                                                                                | 5                                                                                 | 33                                                                                  | 3                                                                                   | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                  | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                     |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.90                                                                              |                                                                                   |                                                                                   | 0.90                                                                              | 0.95                                                                                |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.904                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                               |                                                                                     |                                                                                     | 0.921                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   | 0.959                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 0                                                                                 | 1641                                                                              | 0                                                                                 | 0                                                                                 | 1786                                                                              | 1674                                                                                | 0                                                                                   | 2079                                                                                | 1606                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   | 0.978                                                                             |                                                                                   |                                                                                   | 0.756                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 0                                                                                 | 1610                                                                              | 0                                                                                 | 0                                                                                 | 1273                                                                              | 1591                                                                                | 0                                                                                   | 2079                                                                                | 1606                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                     |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 929                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                     |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                     |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 4                                                                                 |                                                                                   |                                                                                   | 25                                                                                | 25                                                                                |                                                                                   |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 13%                                                                               | 0%                                                                                | 6%                                                                                | 20%                                                                               | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 9%                                                                                  | 0%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                   | 5                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 3                                                                                 | 2                                                                                 | 9                                                                                 | 35                                                                                | 38                                                                                | 6                                                                                 | 37                                                                                  | 3                                                                                   | 0                                                                                   | 179                                                                                 | 85                                                                                  | 113                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 0                                                                                 | 49                                                                                | 0                                                                                 | 0                                                                                 | 44                                                                                | 40                                                                                  | 0                                                                                   | 0                                                                                   | 377                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                               | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                     |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.93                                                                              | 0.95                                                                                | 0.89                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                   | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              | Right                                                                               |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                  |                                                                                     | 50                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                  |                                                                                     | 50                                                                                  | 6                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Turn Type                  | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                | Perm                                                                                |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                     |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 4                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 8                                                                                 | 8                                                                                 | 8                                                                                 |                                                                                   | 4                                                                                 | 4                                                                                 | 4                                                                                   |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
Revised Phasing - Cal Ave, Termon, and BH

2045 Alternative 2A  
AM Peak Hour

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| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL2                                                                              | SWL                                                                               | SWR                                                                                | SWR2                                                                                |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |
| Traffic Volume (vph)       | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 6                                                                                 | 71                                                                                | 12                                                                                 | 10                                                                                  |
| Future Volume (vph)        | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 6                                                                                 | 71                                                                                | 12                                                                                 | 10                                                                                  |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                 | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | -6%                                                                               |                                                                                    |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              |                                                                                    |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   | 0.971                                                                             |                                                                                    |                                                                                     |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                             |                                                                                    |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1900                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1975                                                                              | 0                                                                                  | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                             |                                                                                    |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1873                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1781                                                                              | 0                                                                                  | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                    | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 155                                                                               |                                                                                    |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 1261                                                                              |                                                                                    |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 34.4                                                                              |                                                                                    |                                                                                     |
| Confl. Peds. (#/hr)        | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                    | 4                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                 | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Adj. Flow (vph)            | 4                                                                                 | 166                                                                               | 578                                                                               | 3                                                                                 | 7                                                                                 | 80                                                                                | 13                                                                                 | 11                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 170                                                                               | 581                                                                               | 0                                                                                 | 0                                                                                 | 111                                                                               | 0                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                    |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.84                                                                              | 0.84                                                                              | 0.77                                                                               | 0.84                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                  | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                    |                                                                                     |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Left                                                                              |                                                                                    |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 50                                                                                | 0                                                                                 |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 50                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                    |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | Prot                                                                              |                                                                                    |                                                                                     |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                    |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Detector Phase             | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                    |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

01/14/2026  
Timing Plan: Actuated

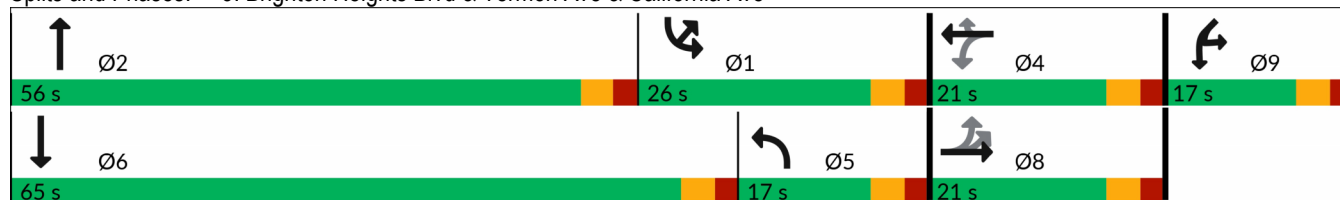
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|                                                                |  |  |  |  |  |  |  |  |  |  |  |      |
|----------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Group                                                     | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                 | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2 |
| Minimum Initial (s)                                            | 12.0                                                                              | 12.0                                                                              | 12.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                                |                                                                                     | 12.0                                                                                | 20.0                                                                                |                                                                                     |      |
| Minimum Split (s)                                              | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                                |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |      |
| Total Split (s)                                                | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                                |                                                                                     | 17.0                                                                                | 56.0                                                                                |                                                                                     |      |
| Total Split (%)                                                | 17.5%                                                                             | 17.5%                                                                             | 17.5%                                                                             |                                                                                   | 17.5%                                                                             | 17.5%                                                                             | 17.5%                                                                               |                                                                                     | 14.2%                                                                               | 46.7%                                                                               |                                                                                     |      |
| Maximum Green (s)                                              | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                                |                                                                                     | 12.0                                                                                | 51.0                                                                                |                                                                                     |      |
| Yellow Time (s)                                                | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |      |
| All-Red Time (s)                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |      |
| Lost Time Adjust (s)                                           |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |      |
| Total Lost Time (s)                                            |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |      |
| Lead/Lag                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |      |
| Lead-Lag Optimize?                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Vehicle Extension (s)                                          | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |      |
| Recall Mode                                                    | Ped                                                                               | Ped                                                                               | Ped                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               | Ped                                                                                 |                                                                                     | None                                                                                | Ped                                                                                 |                                                                                     |      |
| Walk Time (s)                                                  | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                                 |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |      |
| Flash Don't Walk (s)                                           | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                                 |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |      |
| Pedestrian Calls (#/hr)                                        | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |      |
| Act Effct Green (s)                                            |                                                                                   |                                                                                   | 16.2                                                                              |                                                                                   |                                                                                   | 16.2                                                                              | 16.2                                                                                |                                                                                     |                                                                                     | 26.9                                                                                |                                                                                     |      |
| Actuated g/C Ratio                                             |                                                                                   |                                                                                   | 0.18                                                                              |                                                                                   |                                                                                   | 0.18                                                                              | 0.18                                                                                |                                                                                     |                                                                                     | 0.30                                                                                |                                                                                     |      |
| v/c Ratio                                                      |                                                                                   |                                                                                   | 0.17                                                                              |                                                                                   |                                                                                   | 0.19                                                                              | 0.14                                                                                |                                                                                     |                                                                                     | 0.78                                                                                |                                                                                     |      |
| Control Delay (s/veh)                                          |                                                                                   |                                                                                   | 36.6                                                                              |                                                                                   |                                                                                   | 37.6                                                                              | 36.3                                                                                |                                                                                     |                                                                                     | 41.2                                                                                |                                                                                     |      |
| Queue Delay                                                    |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |      |
| Total Delay (s/veh)                                            |                                                                                   |                                                                                   | 36.6                                                                              |                                                                                   |                                                                                   | 37.6                                                                              | 36.3                                                                                |                                                                                     |                                                                                     | 41.2                                                                                |                                                                                     |      |
| LOS                                                            |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |      |
| Approach Delay (s/veh)                                         |                                                                                   |                                                                                   | 36.6                                                                              |                                                                                   |                                                                                   | 37.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 41.2                                                                                |                                                                                     |      |
| Approach LOS                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |      |
| Intersection Summary                                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Area Type:                                                     | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Cycle Length: 120                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Actuated Cycle Length: 89.8                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Natural Cycle: 80                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Control Type: Actuated-Uncoordinated                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Maximum v/c Ratio: 0.78                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Intersection Signal Delay (s/veh): 27.8 Intersection LOS: C    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Intersection Capacity Utilization 74.6% ICU Level of Service D |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |
| Analysis Period (min) 15                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



Lanes, Volumes, Timings  
Revised Phasing - Cal Ave, Termon, and BH

2045 Alternative 2A  
AM Peak Hour

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL2                                                                              | SWL                                                                               | SWR                                                                                | SWR2                                                                                |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              | 16.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                    |                                                                                     |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              | 21.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     |
| Total Split (s)         | 26.0                                                                              | 26.0                                                                              | 65.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     |
| Total Split (%)         | 21.7%                                                                             | 21.7%                                                                             | 54.2%                                                                             |                                                                                   | 14.2%                                                                             | 14.2%                                                                             |                                                                                    |                                                                                     |
| Maximum Green (s)       | 21.0                                                                              | 21.0                                                                              | 60.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                    |                                                                                     |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | Ped                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               |                                                                                    |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |
| Flash Don't Walk (s)    |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                    |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |
| Act Effect Green (s)    |                                                                                   | 14.3                                                                              | 46.3                                                                              |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                    |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.16                                                                              | 0.52                                                                              |                                                                                   |                                                                                   | 0.13                                                                              |                                                                                    |                                                                                     |
| v/c Ratio               |                                                                                   | 0.56                                                                              | 0.57                                                                              |                                                                                   |                                                                                   | 0.28                                                                              |                                                                                    |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 43.8                                                                              | 16.9                                                                              |                                                                                   |                                                                                   | 4.4                                                                               |                                                                                    |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 43.8                                                                              | 16.9                                                                              |                                                                                   |                                                                                   | 4.4                                                                               |                                                                                    |                                                                                     |
| LOS                     |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   |                                                                                   | 23.0                                                                              |                                                                                   |                                                                                   | 4.4                                                                               |                                                                                    |                                                                                     |
| Approach LOS            |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

Lanes, Volumes, Timings  
Revised Phasing - Cal Ave, Termon, and BH

2045 Alternative 2A  
PM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                 | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 89                                                                                | 19                                                                                | 121                                                                                 | 5                                                                                   | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  |
| Future Volume (vph)        | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 89                                                                                | 19                                                                                | 121                                                                                 | 5                                                                                   | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                  | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                     |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   | 0.98                                                                              | 0.97                                                                                |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.925                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                               |                                                                                     |                                                                                     | 0.941                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   | 0.983                                                                             |                                                                                   |                                                                                   | 0.960                                                                             |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 0                                                                                 | 1843                                                                              | 0                                                                                 | 0                                                                                 | 1914                                                                              | 1665                                                                                | 0                                                                                   | 1975                                                                                | 1730                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   | 0.897                                                                             |                                                                                   |                                                                                   | 0.740                                                                             |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 0                                                                                 | 1673                                                                              | 0                                                                                 | 0                                                                                 | 1446                                                                              | 1616                                                                                | 0                                                                                   | 1964                                                                                | 1730                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                     |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 929                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                     |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                     |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 6                                                                                 |                                                                                   |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 1                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                   | 4                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 90                                                                                | 19                                                                                | 122                                                                                 | 5                                                                                   | 21                                                                                  | 285                                                                                 | 131                                                                                 | 53                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 0                                                                                 | 34                                                                                | 0                                                                                 | 0                                                                                 | 109                                                                               | 127                                                                                 | 0                                                                                   | 21                                                                                  | 469                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                               | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                     |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.93                                                                              | 0.95                                                                                | 0.89                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                   | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              | Right                                                                               |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                  |                                                                                     | 50                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                | 50                                                                                  |                                                                                     | 50                                                                                  | 6                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Turn Type                  | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                | Perm                                                                                |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                     |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 4                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 8                                                                                 | 8                                                                                 | 8                                                                                 |                                                                                   | 4                                                                                 | 4                                                                                 | 4                                                                                   |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
Revised Phasing - Cal Ave, Termon, and BH

2045 Alternative 2A  
PM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL                                                                               | SWR                                                                               | SWR2                                                                               |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |
| Traffic Volume (vph)       | 7                                                                                 | 68                                                                                | 220                                                                               | 20                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 |
| Future Volume (vph)        | 7                                                                                 | 68                                                                                | 220                                                                               | 20                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 14                                                                                | 12                                                                                 |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   | -6%                                                                               |                                                                                   |                                                                                    |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               |
| Ped Bike Factor            |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                    |
| Frt                        |                                                                                   |                                                                                   | 0.988                                                                             |                                                                                   | 0.965                                                                             |                                                                                   |                                                                                    |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                   |                                                                                    |
| Satd. Flow (prot)          | 0                                                                                 | 1885                                                                              | 1973                                                                              | 0                                                                                 | 1989                                                                              | 0                                                                                 | 0                                                                                  |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                   |                                                                                    |
| Satd. Flow (perm)          | 0                                                                                 | 1877                                                                              | 1973                                                                              | 0                                                                                 | 1952                                                                              | 0                                                                                 | 0                                                                                  |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | Yes                                                                                |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 131                                                                               |                                                                                   |                                                                                    |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   | 25                                                                                |                                                                                   |                                                                                    |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   | 1261                                                                              |                                                                                   |                                                                                    |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   | 34.4                                                                              |                                                                                   |                                                                                    |
| Confl. Peds. (#/hr)        | 3                                                                                 |                                                                                   |                                                                                   | 3                                                                                 | 6                                                                                 |                                                                                   | 6                                                                                  |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               |
| Heavy Vehicles (%)         | 0%                                                                                | 2%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Adj. Flow (vph)            | 7                                                                                 | 69                                                                                | 222                                                                               | 20                                                                                | 93                                                                                | 15                                                                                | 17                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Lane Group Flow (vph)      | 0                                                                                 | 76                                                                                | 242                                                                               | 0                                                                                 | 125                                                                               | 0                                                                                 | 0                                                                                  |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Right                                                                             | Right                                                                              |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 12                                                                                |                                                                                   |                                                                                    |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   | 16                                                                                |                                                                                   |                                                                                    |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.84                                                                              | 0.77                                                                              | 0.84                                                                               |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 9                                                                                 | 9                                                                                  |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              |                                                                                   |                                                                                    |
| Leading Detector (ft)      | 20                                                                                | 50                                                                                | 0                                                                                 |                                                                                   | 50                                                                                |                                                                                   |                                                                                    |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Detector 1 Size(ft)        | 20                                                                                | 50                                                                                | 6                                                                                 |                                                                                   | 50                                                                                |                                                                                   |                                                                                    |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              |                                                                                   |                                                                                    |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 |                                                                                   |                                                                                    |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Detector Phase             | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 |                                                                                   |                                                                                    |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |

01/14/2026  
Timing Plan: Actuated

Synchro 12 Report  
Page 2

Lanes, Volumes, Timings  
Revised Phasing - Cal Ave, Termon, and BH

2045 Alternative 2A  
PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                 | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              | 12.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                                |                                                                                     | 12.0                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                                |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |
| Total Split (s)         | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                                |                                                                                     | 17.0                                                                                | 45.0                                                                                |                                                                                     |                                                                                     |
| Total Split (%)         | 21.0%                                                                             | 21.0%                                                                             | 21.0%                                                                             |                                                                                   | 21.0%                                                                             | 21.0%                                                                             | 21.0%                                                                               |                                                                                     | 17.0%                                                                               | 45.0%                                                                               |                                                                                     |                                                                                     |
| Maximum Green (s)       | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                                |                                                                                     | 12.0                                                                                | 40.0                                                                                |                                                                                     |                                                                                     |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)     |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| Recall Mode             | Ped                                                                               | Ped                                                                               | Ped                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               | Ped                                                                                 |                                                                                     | None                                                                                | Ped                                                                                 |                                                                                     |                                                                                     |
| Walk Time (s)           | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                                 |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |
| Flash Don't Walk (s)    | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               | 8.0                                                                                 |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Act Effect Green (s)    |                                                                                   |                                                                                   | 16.4                                                                              |                                                                                   |                                                                                   | 16.4                                                                              | 16.4                                                                                |                                                                                     | 15.1                                                                                | 29.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio      |                                                                                   |                                                                                   | 0.19                                                                              |                                                                                   |                                                                                   | 0.19                                                                              | 0.19                                                                                |                                                                                     | 0.18                                                                                | 0.34                                                                                |                                                                                     |                                                                                     |
| v/c Ratio               |                                                                                   |                                                                                   | 0.11                                                                              |                                                                                   |                                                                                   | 0.39                                                                              | 0.41                                                                                |                                                                                     | 0.06                                                                                | 0.80                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)   |                                                                                   |                                                                                   | 34.6                                                                              |                                                                                   |                                                                                   | 39.7                                                                              | 39.3                                                                                |                                                                                     | 31.3                                                                                | 38.0                                                                                |                                                                                     |                                                                                     |
| Queue Delay             |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)     |                                                                                   |                                                                                   | 34.6                                                                              |                                                                                   |                                                                                   | 39.7                                                                              | 39.3                                                                                |                                                                                     | 31.3                                                                                | 38.0                                                                                |                                                                                     |                                                                                     |
| LOS                     |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 | D                                                                                   |                                                                                     | C                                                                                   | D                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   |                                                                                   | 34.6                                                                              |                                                                                   |                                                                                   | 39.5                                                                              |                                                                                     |                                                                                     |                                                                                     | 37.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS            |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 85.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 31.7

Intersection LOS: C

Intersection Capacity Utilization 73.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave

|                                                                                        |                                                                                        |                                                                                         |                                                                                          |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  Ø2 |  Ø1 |  Ø4 |  Ø9 |
| 45 s                                                                                   | 17 s                                                                                   | 21 s                                                                                    | 17 s                                                                                     |
|  Ø6 |  Ø5 |  Ø8 |                                                                                          |
| 45 s                                                                                   | 17 s                                                                                   | 21 s                                                                                    |                                                                                          |

Lanes, Volumes, Timings  
Revised Phasing - Cal Ave, Termon, and BH

2045 Alternative 2A  
PM Peak Hour

|                         |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Lane Group              | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL                                                                               | SWR                                                                               | SWR2                                                                               |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              | 20.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              | 25.0                                                                              |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                    |
| Total Split (s)         | 17.0                                                                              | 17.0                                                                              | 45.0                                                                              |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                    |
| Total Split (%)         | 17.0%                                                                             | 17.0%                                                                             | 45.0%                                                                             |                                                                                   | 17.0%                                                                             |                                                                                   |                                                                                    |
| Maximum Green (s)       | 12.0                                                                              | 12.0                                                                              | 40.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               |                                                                                   |                                                                                    |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                    |
| Lead/Lag                | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    |
| Recall Mode             | None                                                                              | None                                                                              | Ped                                                                               |                                                                                   | Ped                                                                               |                                                                                   |                                                                                    |
| Walk Time (s)           |                                                                                   |                                                                                   | 9.0                                                                               |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                    |
| Flash Don't Walk (s)    |                                                                                   |                                                                                   | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                    |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Act Effect Green (s)    |                                                                                   | 12.3                                                                              | 36.1                                                                              |                                                                                   | 12.3                                                                              |                                                                                   |                                                                                    |
| Actuated g/C Ratio      |                                                                                   | 0.14                                                                              | 0.42                                                                              |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                    |
| v/c Ratio               |                                                                                   | 0.28                                                                              | 0.29                                                                              |                                                                                   | 0.31                                                                              |                                                                                   |                                                                                    |
| Control Delay (s/veh)   |                                                                                   | 40.5                                                                              | 20.2                                                                              |                                                                                   | 9.3                                                                               |                                                                                   |                                                                                    |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Total Delay (s/veh)     |                                                                                   | 40.5                                                                              | 20.2                                                                              |                                                                                   | 9.3                                                                               |                                                                                   |                                                                                    |
| LOS                     |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |
| Approach Delay (s/veh)  |                                                                                   |                                                                                   | 25.1                                                                              |                                                                                   | 9.3                                                                               |                                                                                   |                                                                                    |
| Approach LOS            |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |

Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2B  
AM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 34                                                                                | 5                                                                                 | 33                                                                                 | 3                                                                                   | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Future Volume (vph)        | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 34                                                                                | 5                                                                                 | 33                                                                                 | 3                                                                                   | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                 | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                    |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.90                                                                              |                                                                                   |                                                                                   | 0.93                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.904                                                                             |                                                                                   |                                                                                   | 0.936                                                                             |                                                                                    |                                                                                     |                                                                                     | 0.921                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   | 0.978                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 0                                                                                 | 1641                                                                              | 0                                                                                 | 0                                                                                 | 1725                                                                              | 0                                                                                  | 0                                                                                   | 2079                                                                                | 1606                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   | 0.975                                                                             |                                                                                   |                                                                                   | 0.853                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 0                                                                                 | 1606                                                                              | 0                                                                                 | 0                                                                                 | 1429                                                                              | 0                                                                                  | 0                                                                                   | 2079                                                                                | 1606                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 929                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                    |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                    |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 4                                                                                 |                                                                                   |                                                                                   | 25                                                                                | 25                                                                                |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 13%                                                                               | 0%                                                                                | 6%                                                                                | 20%                                                                               | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 9%                                                                                  | 0%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 3                                                                                 | 2                                                                                 | 9                                                                                 | 35                                                                                | 38                                                                                | 6                                                                                 | 37                                                                                 | 3                                                                                   | 0                                                                                   | 179                                                                                 | 85                                                                                  | 113                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 0                                                                                 | 49                                                                                | 0                                                                                 | 0                                                                                 | 84                                                                                | 0                                                                                  | 0                                                                                   | 0                                                                                   | 377                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.93                                                                              | 0.93                                                                               | 0.89                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                  | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                    |                                                                                     | 1                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                    |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     | 50                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     | 50                                                                                  | 6                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                    |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Turn Type                  | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                    |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                    |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 8                                                                                 | 8                                                                                 | 8                                                                                 |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                    |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2B  
AM Peak Hour

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|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL2                                                                              | SWL                                                                               | SWR                                                                                | SWR2                                                                                |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |
| Traffic Volume (vph)       | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 6                                                                                 | 71                                                                                | 12                                                                                 | 10                                                                                  |
| Future Volume (vph)        | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 6                                                                                 | 71                                                                                | 12                                                                                 | 10                                                                                  |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                 | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | -6%                                                                               |                                                                                    |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              |                                                                                    |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   | 0.971                                                                             |                                                                                    |                                                                                     |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                             |                                                                                    |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1900                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1975                                                                              | 0                                                                                  | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                             |                                                                                    |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1873                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1781                                                                              | 0                                                                                  | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                    | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 155                                                                               |                                                                                    |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 1261                                                                              |                                                                                    |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 34.4                                                                              |                                                                                    |                                                                                     |
| Confl. Peds. (#/hr)        | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                    | 4                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                 | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Adj. Flow (vph)            | 4                                                                                 | 166                                                                               | 578                                                                               | 3                                                                                 | 7                                                                                 | 80                                                                                | 13                                                                                 | 11                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 170                                                                               | 581                                                                               | 0                                                                                 | 0                                                                                 | 111                                                                               | 0                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                    |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.84                                                                              | 0.84                                                                              | 0.77                                                                               | 0.84                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                  | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                    |                                                                                     |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Left                                                                              |                                                                                    |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 50                                                                                | 0                                                                                 |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 50                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                    |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | Prot                                                                              |                                                                                    |                                                                                     |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                    |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Detector Phase             | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                    |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

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|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              | 12.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              |                                                                                    |                                                                                     | 12.0                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                    |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |
| Total Split (s)         | 22.0                                                                              | 22.0                                                                              | 22.0                                                                              |                                                                                   | 22.0                                                                              | 22.0                                                                              |                                                                                    |                                                                                     | 17.0                                                                                | 55.0                                                                                |                                                                                     |                                                                                     |
| Total Split (%)         | 18.3%                                                                             | 18.3%                                                                             | 18.3%                                                                             |                                                                                   | 18.3%                                                                             | 18.3%                                                                             |                                                                                    |                                                                                     | 14.2%                                                                               | 45.8%                                                                               |                                                                                     |                                                                                     |
| Maximum Green (s)       | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     | 12.0                                                                                | 50.0                                                                                |                                                                                     |                                                                                     |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)     |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| Recall Mode             | Ped                                                                               | Ped                                                                               | Ped                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               |                                                                                    |                                                                                     | None                                                                                | Ped                                                                                 |                                                                                     |                                                                                     |
| Walk Time (s)           | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |
| Flash Don't Walk (s)    | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Act Effect Green (s)    |                                                                                   |                                                                                   | 16.3                                                                              |                                                                                   |                                                                                   | 16.3                                                                              |                                                                                    |                                                                                     |                                                                                     | 27.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio      |                                                                                   |                                                                                   | 0.18                                                                              |                                                                                   |                                                                                   | 0.18                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.30                                                                                |                                                                                     |                                                                                     |
| v/c Ratio               |                                                                                   |                                                                                   | 0.17                                                                              |                                                                                   |                                                                                   | 0.33                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.78                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)   |                                                                                   |                                                                                   | 36.7                                                                              |                                                                                   |                                                                                   | 39.5                                                                              |                                                                                    |                                                                                     |                                                                                     | 41.3                                                                                |                                                                                     |                                                                                     |
| Queue Delay             |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)     |                                                                                   |                                                                                   | 36.7                                                                              |                                                                                   |                                                                                   | 39.5                                                                              |                                                                                    |                                                                                     |                                                                                     | 41.3                                                                                |                                                                                     |                                                                                     |
| LOS                     |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   |                                                                                   | 36.7                                                                              |                                                                                   |                                                                                   | 39.5                                                                              |                                                                                    |                                                                                     |                                                                                     | 41.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS            |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 90.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 28.1

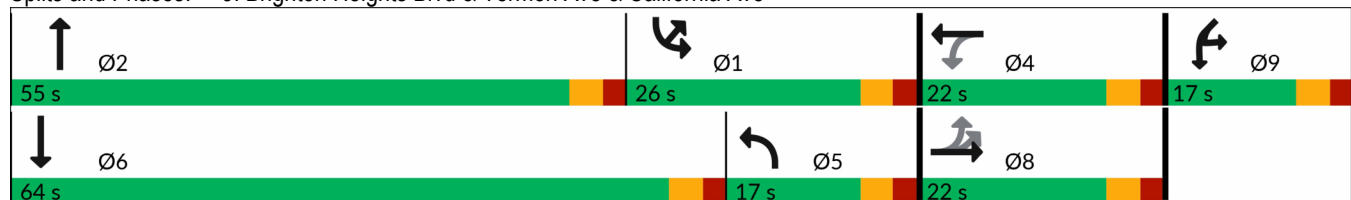
Intersection LOS: C

Intersection Capacity Utilization 74.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2B  
AM Peak Hour

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL2                                                                              | SWL                                                                               | SWR                                                                                | SWR2                                                                                |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              | 16.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                    |                                                                                     |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              | 21.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     |
| Total Split (s)         | 26.0                                                                              | 26.0                                                                              | 64.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     |
| Total Split (%)         | 21.7%                                                                             | 21.7%                                                                             | 53.3%                                                                             |                                                                                   | 14.2%                                                                             | 14.2%                                                                             |                                                                                    |                                                                                     |
| Maximum Green (s)       | 21.0                                                                              | 21.0                                                                              | 59.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                    |                                                                                     |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | Ped                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               |                                                                                    |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |
| Flash Don't Walk (s)    |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                    |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |
| Act Effect Green (s)    |                                                                                   | 14.4                                                                              | 46.5                                                                              |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                    |                                                                                     |
| Actuated g/C Ratio      |                                                                                   | 0.16                                                                              | 0.52                                                                              |                                                                                   |                                                                                   | 0.13                                                                              |                                                                                    |                                                                                     |
| v/c Ratio               |                                                                                   | 0.56                                                                              | 0.57                                                                              |                                                                                   |                                                                                   | 0.28                                                                              |                                                                                    |                                                                                     |
| Control Delay (s/veh)   |                                                                                   | 43.9                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 4.5                                                                               |                                                                                    |                                                                                     |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |
| Total Delay (s/veh)     |                                                                                   | 43.9                                                                              | 17.0                                                                              |                                                                                   |                                                                                   | 4.5                                                                               |                                                                                    |                                                                                     |
| LOS                     |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |
| Approach Delay (s/veh)  |                                                                                   |                                                                                   | 23.1                                                                              |                                                                                   |                                                                                   | 4.5                                                                               |                                                                                    |                                                                                     |
| Approach LOS            |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2B  
PM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 89                                                                                | 19                                                                                | 121                                                                                | 5                                                                                   | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  |
| Future Volume (vph)        | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 89                                                                                | 19                                                                                | 121                                                                                | 5                                                                                   | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                 | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                    |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                    |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.925                                                                             |                                                                                   |                                                                                   | 0.927                                                                             |                                                                                    |                                                                                     |                                                                                     | 0.941                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   | 0.983                                                                             |                                                                                   |                                                                                   | 0.981                                                                             |                                                                                    |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 0                                                                                 | 1845                                                                              | 0                                                                                 | 0                                                                                 | 1783                                                                              | 0                                                                                  | 0                                                                                   | 1975                                                                                | 1730                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   | 0.885                                                                             |                                                                                   |                                                                                   | 0.860                                                                             |                                                                                    |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 0                                                                                 | 1656                                                                              | 0                                                                                 | 0                                                                                 | 1550                                                                              | 0                                                                                  | 0                                                                                   | 1965                                                                                | 1730                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 929                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                    |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                    |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 6                                                                                 |                                                                                   |                                                                                    | 3                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 1                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                 | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                  | 4                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 90                                                                                | 19                                                                                | 122                                                                                | 5                                                                                   | 21                                                                                  | 285                                                                                 | 131                                                                                 | 53                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 0                                                                                 | 34                                                                                | 0                                                                                 | 0                                                                                 | 236                                                                               | 0                                                                                  | 0                                                                                   | 21                                                                                  | 469                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.93                                                                              | 0.93                                                                               | 0.89                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                  | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                    |                                                                                     | 1                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                    |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     | 50                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 20                                                                                | 50                                                                                |                                                                                   | 20                                                                                | 50                                                                                |                                                                                    |                                                                                     | 50                                                                                  | 6                                                                                   |                                                                                     |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                    |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Turn Type                  | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                    |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                    |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 8                                                                                 | 8                                                                                 | 8                                                                                 |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                    |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timing Plan: Actuated  
01/14/2026

Synchro 12 Report  
Page 1

Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2B  
PM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL                                                                               | SWR                                                                               | SWR2                                                                               |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |
| Traffic Volume (vph)       | 7                                                                                 | 68                                                                                | 220                                                                               | 20                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 |
| Future Volume (vph)        | 7                                                                                 | 68                                                                                | 220                                                                               | 20                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 14                                                                                | 12                                                                                 |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   | -6%                                                                               |                                                                                   |                                                                                    |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               |
| Ped Bike Factor            |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                    |
| Frt                        |                                                                                   |                                                                                   | 0.988                                                                             |                                                                                   | 0.965                                                                             |                                                                                   |                                                                                    |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                   |                                                                                    |
| Satd. Flow (prot)          | 0                                                                                 | 1885                                                                              | 1973                                                                              | 0                                                                                 | 1990                                                                              | 0                                                                                 | 0                                                                                  |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                   |                                                                                    |
| Satd. Flow (perm)          | 0                                                                                 | 1878                                                                              | 1973                                                                              | 0                                                                                 | 1955                                                                              | 0                                                                                 | 0                                                                                  |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | Yes                                                                                |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 138                                                                               |                                                                                   |                                                                                    |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   | 25                                                                                |                                                                                   |                                                                                    |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   | 1261                                                                              |                                                                                   |                                                                                    |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   | 34.4                                                                              |                                                                                   |                                                                                    |
| Confl. Peds. (#/hr)        | 3                                                                                 |                                                                                   |                                                                                   | 3                                                                                 | 6                                                                                 |                                                                                   | 6                                                                                  |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               |
| Heavy Vehicles (%)         | 0%                                                                                | 2%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Adj. Flow (vph)            | 7                                                                                 | 69                                                                                | 222                                                                               | 20                                                                                | 93                                                                                | 15                                                                                | 17                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Lane Group Flow (vph)      | 0                                                                                 | 76                                                                                | 242                                                                               | 0                                                                                 | 125                                                                               | 0                                                                                 | 0                                                                                  |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Right                                                                             | Right                                                                              |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 12                                                                                |                                                                                   |                                                                                    |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   | 16                                                                                |                                                                                   |                                                                                    |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.84                                                                              | 0.77                                                                              | 0.84                                                                               |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 9                                                                                 | 9                                                                                  |
| Number of Detectors        | 1                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    |
| Detector Template          | Left                                                                              | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              |                                                                                   |                                                                                    |
| Leading Detector (ft)      | 20                                                                                | 50                                                                                | 0                                                                                 |                                                                                   | 50                                                                                |                                                                                   |                                                                                    |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Detector 1 Size(ft)        | 20                                                                                | 50                                                                                | 6                                                                                 |                                                                                   | 50                                                                                |                                                                                   |                                                                                    |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              |                                                                                   |                                                                                    |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 |                                                                                   |                                                                                    |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Detector Phase             | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 |                                                                                   |                                                                                    |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |

Timing Plan: Actuated  
01/14/2026

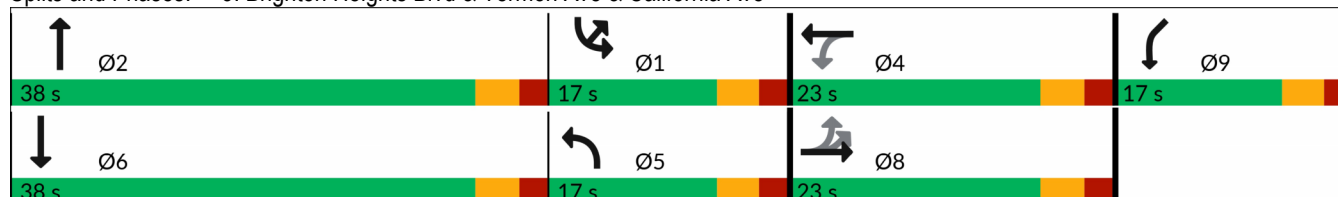
Synchro 12 Report  
Page 2

Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2B  
PM Peak Hour

|                                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                              | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                 | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Minimum Initial (s)                     | 12.0                                                                              | 12.0                                                                              | 12.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              |                                                                                     |                                                                                     | 12.0                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |
| Minimum Split (s)                       | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                     |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |
| Total Split (s)                         | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              |                                                                                   | 23.0                                                                              | 23.0                                                                              |                                                                                     |                                                                                     | 17.0                                                                                | 38.0                                                                                |                                                                                     |                                                                                     |
| Total Split (%)                         | 24.2%                                                                             | 24.2%                                                                             | 24.2%                                                                             |                                                                                   | 24.2%                                                                             | 24.2%                                                                             |                                                                                     |                                                                                     | 17.9%                                                                               | 40.0%                                                                               |                                                                                     |                                                                                     |
| Maximum Green (s)                       | 18.0                                                                              | 18.0                                                                              | 18.0                                                                              |                                                                                   | 18.0                                                                              | 18.0                                                                              |                                                                                     |                                                                                     | 12.0                                                                                | 33.0                                                                                |                                                                                     |                                                                                     |
| Yellow Time (s)                         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| All-Red Time (s)                        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                     |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |
| Lost Time Adjust (s)                    |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)                     |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                     |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| Recall Mode                             | Ped                                                                               | Ped                                                                               | Ped                                                                               |                                                                                   | Ped                                                                               | Ped                                                                               |                                                                                     |                                                                                     | None                                                                                | Ped                                                                                 |                                                                                     |                                                                                     |
| Walk Time (s)                           | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |
| Flash Don't Walk (s)                    | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Act Effect Green (s)                    |                                                                                   |                                                                                   | 17.6                                                                              |                                                                                   |                                                                                   | 17.6                                                                              |                                                                                     |                                                                                     | 16.5                                                                                | 28.2                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio                      |                                                                                   |                                                                                   | 0.20                                                                              |                                                                                   |                                                                                   | 0.20                                                                              |                                                                                     |                                                                                     | 0.19                                                                                | 0.33                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                               |                                                                                   |                                                                                   | 0.10                                                                              |                                                                                   |                                                                                   | 0.75                                                                              |                                                                                     |                                                                                     | 0.06                                                                                | 0.83                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)                   |                                                                                   |                                                                                   | 32.4                                                                              |                                                                                   |                                                                                   | 51.2                                                                              |                                                                                     |                                                                                     | 29.6                                                                                | 41.8                                                                                |                                                                                     |                                                                                     |
| Queue Delay                             |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)                     |                                                                                   |                                                                                   | 32.4                                                                              |                                                                                   |                                                                                   | 51.2                                                                              |                                                                                     |                                                                                     | 29.6                                                                                | 41.8                                                                                |                                                                                     |                                                                                     |
| LOS                                     |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                     |                                                                                     | C                                                                                   | D                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh)                  |                                                                                   |                                                                                   | 32.4                                                                              |                                                                                   |                                                                                   | 51.2                                                                              |                                                                                     |                                                                                     |                                                                                     | 41.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                            |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 95                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 86.2             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 80                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.83                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay (s/veh): 36.4 | Intersection LOS: D                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 77.1% | ICU Level of Service D                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2B  
PM Peak Hour

|                         |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Lane Group              | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL                                                                               | SWR                                                                               | SWR2                                                                               |
| Minimum Initial (s)     | 12.0                                                                              | 12.0                                                                              | 20.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |
| Minimum Split (s)       | 17.0                                                                              | 17.0                                                                              | 25.0                                                                              |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                    |
| Total Split (s)         | 17.0                                                                              | 17.0                                                                              | 38.0                                                                              |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                    |
| Total Split (%)         | 17.9%                                                                             | 17.9%                                                                             | 40.0%                                                                             |                                                                                   | 17.9%                                                                             |                                                                                   |                                                                                    |
| Maximum Green (s)       | 12.0                                                                              | 12.0                                                                              | 33.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |
| Yellow Time (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               |                                                                                   |                                                                                    |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                    |
| Lead/Lag                | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    |
| Recall Mode             | None                                                                              | None                                                                              | Ped                                                                               |                                                                                   | Ped                                                                               |                                                                                   |                                                                                    |
| Walk Time (s)           |                                                                                   |                                                                                   | 9.0                                                                               |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                    |
| Flash Don't Walk (s)    |                                                                                   |                                                                                   | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                    |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Act Effect Green (s)    |                                                                                   | 12.3                                                                              | 30.6                                                                              |                                                                                   | 12.3                                                                              |                                                                                   |                                                                                    |
| Actuated g/C Ratio      |                                                                                   | 0.14                                                                              | 0.35                                                                              |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                    |
| v/c Ratio               |                                                                                   | 0.28                                                                              | 0.35                                                                              |                                                                                   | 0.31                                                                              |                                                                                   |                                                                                    |
| Control Delay (s/veh)   |                                                                                   | 40.2                                                                              | 26.0                                                                              |                                                                                   | 8.1                                                                               |                                                                                   |                                                                                    |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Total Delay (s/veh)     |                                                                                   | 40.2                                                                              | 26.0                                                                              |                                                                                   | 8.1                                                                               |                                                                                   |                                                                                    |
| LOS                     |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |
| Approach Delay (s/veh)  |                                                                                   |                                                                                   | 29.4                                                                              |                                                                                   | 8.1                                                                               |                                                                                   |                                                                                    |
| Approach LOS            |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |

Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
AM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 34                                                                                | 5                                                                                 | 33                                                                                 | 3                                                                                   | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Future Volume (vph)        | 3                                                                                 | 2                                                                                 | 8                                                                                 | 31                                                                                | 34                                                                                | 5                                                                                 | 33                                                                                 | 3                                                                                   | 0                                                                                   | 159                                                                                 | 76                                                                                  | 101                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                 | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                    |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.90                                                                              |                                                                                   |                                                                                   | 0.93                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.904                                                                             |                                                                                   |                                                                                   | 0.936                                                                             |                                                                                    |                                                                                     |                                                                                     | 0.921                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   | 0.978                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 0                                                                                 | 1641                                                                              | 0                                                                                 | 0                                                                                 | 1725                                                                              | 0                                                                                  | 0                                                                                   | 2079                                                                                | 1606                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   | 0.974                                                                             |                                                                                   |                                                                                   | 0.844                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 0                                                                                 | 1604                                                                              | 0                                                                                 | 0                                                                                 | 1414                                                                              | 0                                                                                  | 0                                                                                   | 2079                                                                                | 1606                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 929                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                    |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                    |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 4                                                                                 |                                                                                   |                                                                                   | 25                                                                                | 25                                                                                |                                                                                   |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 13%                                                                               | 0%                                                                                | 6%                                                                                | 20%                                                                               | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 9%                                                                                  | 0%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                  | 5                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 3                                                                                 | 2                                                                                 | 9                                                                                 | 35                                                                                | 38                                                                                | 6                                                                                 | 37                                                                                 | 3                                                                                   | 0                                                                                   | 179                                                                                 | 85                                                                                  | 113                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 0                                                                                 | 49                                                                                | 0                                                                                 | 0                                                                                 | 84                                                                                | 0                                                                                  | 0                                                                                   | 0                                                                                   | 377                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.93                                                                              | 0.93                                                                               | 0.89                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                  | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Turn Type                  | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                    |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                    |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                    |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |
| Total Split (s)            | 22.0                                                                              | 22.0                                                                              | 22.0                                                                              |                                                                                   | 22.0                                                                              | 22.0                                                                              |                                                                                    |                                                                                     | 17.0                                                                                | 55.0                                                                                |                                                                                     |                                                                                     |
| Total Split (%)            | 18.3%                                                                             | 18.3%                                                                             | 18.3%                                                                             |                                                                                   | 18.3%                                                                             | 18.3%                                                                             |                                                                                    |                                                                                     | 14.2%                                                                               | 45.8%                                                                               |                                                                                     |                                                                                     |
| Maximum Green (s)          | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     | 12.0                                                                                | 50.0                                                                                |                                                                                     |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |
| Lost Time Adjust (s)       |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)        |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walk Time (s)              | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |
| Flash Don't Walk (s)       | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |

Timing Plan: Pretimed  
01/22/2026

Synchro 12 Report  
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Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
AM Peak Hour

|                            |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL2                                                                              | SWL                                                                               | SWR                                                                                | SWR2                                                                                |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |
| Traffic Volume (vph)       | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 6                                                                                 | 71                                                                                | 12                                                                                 | 10                                                                                  |
| Future Volume (vph)        | 4                                                                                 | 148                                                                               | 514                                                                               | 3                                                                                 | 6                                                                                 | 71                                                                                | 12                                                                                 | 10                                                                                  |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 14                                                                                 | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   |                                                                                   | -6%                                                                               |                                                                                    |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.89                                                                              |                                                                                    |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   | 0.971                                                                             |                                                                                    |                                                                                     |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                             |                                                                                    |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1900                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1975                                                                              | 0                                                                                  | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.962                                                                             |                                                                                    |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1873                                                                              | 1978                                                                              | 0                                                                                 | 0                                                                                 | 1781                                                                              | 0                                                                                  | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                    | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 155                                                                               |                                                                                    |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   |                                                                                   | 1261                                                                              |                                                                                    |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 34.4                                                                              |                                                                                    |                                                                                     |
| Confl. Peds. (#/hr)        | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25                                                                                |                                                                                    | 4                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                               | 0.89                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                 | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |
| Adj. Flow (vph)            | 4                                                                                 | 166                                                                               | 578                                                                               | 3                                                                                 | 7                                                                                 | 80                                                                                | 13                                                                                 | 11                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 170                                                                               | 581                                                                               | 0                                                                                 | 0                                                                                 | 111                                                                               | 0                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 12                                                                                |                                                                                    |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.84                                                                              | 0.84                                                                              | 0.77                                                                               | 0.84                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 15                                                                                | 9                                                                                  | 9                                                                                   |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | Prot                                                                              |                                                                                    |                                                                                     |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 | 9                                                                                 |                                                                                    |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              | 21.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     |
| Total Split (s)            | 26.0                                                                              | 26.0                                                                              | 64.0                                                                              |                                                                                   | 17.0                                                                              | 17.0                                                                              |                                                                                    |                                                                                     |
| Total Split (%)            | 21.7%                                                                             | 21.7%                                                                             | 53.3%                                                                             |                                                                                   | 14.2%                                                                             | 14.2%                                                                             |                                                                                    |                                                                                     |
| Maximum Green (s)          | 21.0                                                                              | 21.0                                                                              | 59.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                    |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    |                                                                                     |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |
| Lead/Lag                   | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |
| Walk Time (s)              |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |
| Flash Don't Walk (s)       |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                    |                                                                                     |
| Pedestrian Calls (#/hr)    |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |

Timing Plan: Pretimed  
01/22/2026

Synchro 12 Report  
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Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
AM Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Act Effect Green (s)   |                                                                                   |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 17.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 50.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio     |                                                                                   |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                   | 0.14                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.42                                                                                |                                                                                     |                                                                                     |
| v/c Ratio              |                                                                                   |                                                                                   | 0.22                                                                              |                                                                                   |                                                                                   | 0.42                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.56                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)  |                                                                                   |                                                                                   | 48.4                                                                              |                                                                                   |                                                                                   | 54.2                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.7                                                                                |                                                                                     |                                                                                     |
| Queue Delay            |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)    |                                                                                   |                                                                                   | 48.4                                                                              |                                                                                   |                                                                                   | 54.2                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.7                                                                                |                                                                                     |                                                                                     |
| LOS                    |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                    |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh) |                                                                                   |                                                                                   | 48.4                                                                              |                                                                                   |                                                                                   | 54.2                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS           |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                    |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 30.9

Intersection LOS: C

Intersection Capacity Utilization 74.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
AM Peak Hour

|                        |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL2                                                                              | SWL                                                                               | SWR                                                                                | SWR2                                                                                |
| Act Effect Green (s)   |                                                                                   | 21.0                                                                              | 59.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                    |                                                                                     |
| Actuated g/C Ratio     |                                                                                   | 0.18                                                                              | 0.49                                                                              |                                                                                   |                                                                                   | 0.10                                                                              |                                                                                    |                                                                                     |
| v/c Ratio              |                                                                                   | 0.51                                                                              | 0.60                                                                              |                                                                                   |                                                                                   | 0.33                                                                              |                                                                                    |                                                                                     |
| Control Delay (s/veh)  |                                                                                   | 51.0                                                                              | 25.2                                                                              |                                                                                   |                                                                                   | 5.3                                                                               |                                                                                    |                                                                                     |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |
| Total Delay (s/veh)    |                                                                                   | 51.0                                                                              | 25.2                                                                              |                                                                                   |                                                                                   | 5.3                                                                               |                                                                                    |                                                                                     |
| LOS                    |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |
| Approach Delay (s/veh) |                                                                                   |                                                                                   | 31.0                                                                              |                                                                                   |                                                                                   | 5.3                                                                               |                                                                                    |                                                                                     |
| Approach LOS           |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |

Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
PM Peak Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Lane Configurations        |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                    |                                                                                     |  |  |                                                                                     |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 89                                                                                | 19                                                                                | 121                                                                                | 5                                                                                   | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  |
| Future Volume (vph)        | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 89                                                                                | 19                                                                                | 121                                                                                | 5                                                                                   | 21                                                                                  | 282                                                                                 | 130                                                                                 | 52                                                                                  |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                | 2100                                                                                |
| Lane Width (ft)            | 12                                                                                | 15                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                 | 12                                                                                  | 12                                                                                  | 9                                                                                   | 11                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   |                                                                                   | 2%                                                                                |                                                                                   |                                                                                   | 2%                                                                                |                                                                                    |                                                                                     |                                                                                     | 2%                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                    |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.925                                                                             |                                                                                   |                                                                                   | 0.927                                                                             |                                                                                    |                                                                                     |                                                                                     | 0.941                                                                               |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   | 0.983                                                                             |                                                                                   |                                                                                   | 0.981                                                                             |                                                                                    |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 0                                                                                 | 1845                                                                              | 0                                                                                 | 0                                                                                 | 1783                                                                              | 0                                                                                  | 0                                                                                   | 1975                                                                                | 1730                                                                                | 0                                                                                   | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   | 0.875                                                                             |                                                                                   |                                                                                   | 0.860                                                                             |                                                                                    |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 0                                                                                 | 1637                                                                              | 0                                                                                 | 0                                                                                 | 1550                                                                              | 0                                                                                  | 0                                                                                   | 1965                                                                                | 1730                                                                                | 0                                                                                   | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                    |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Link Distance (ft)         |                                                                                   |                                                                                   | 929                                                                               |                                                                                   |                                                                                   | 706                                                                               |                                                                                    |                                                                                     |                                                                                     | 424                                                                                 |                                                                                     |                                                                                     |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                    |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Confl. Peds. (#/hr)        | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 6                                                                                 |                                                                                   |                                                                                    | 3                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 1                                                                                   |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                 | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                  | 4                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Adj. Flow (vph)            | 5                                                                                 | 7                                                                                 | 3                                                                                 | 19                                                                                | 90                                                                                | 19                                                                                | 122                                                                                | 5                                                                                   | 21                                                                                  | 285                                                                                 | 131                                                                                 | 53                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 0                                                                                 | 34                                                                                | 0                                                                                 | 0                                                                                 | 236                                                                               | 0                                                                                  | 0                                                                                   | 21                                                                                  | 469                                                                                 | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                              | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               | Right                                                                               |
| Median Width(ft)           |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.89                                                                              | 0.78                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.93                                                                              | 0.93                                                                               | 0.89                                                                                | 0.89                                                                                | 1.02                                                                                | 0.93                                                                                | 0.89                                                                                |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                  | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   | 9                                                                                   |
| Turn Type                  | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                    |                                                                                     | Prot                                                                                | NA                                                                                  |                                                                                     |                                                                                     |
| Protected Phases           |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                    |                                                                                     | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases           | 8                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              | 17.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                    |                                                                                     | 17.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |
| Total Split (s)            | 23.0                                                                              | 23.0                                                                              | 23.0                                                                              |                                                                                   | 23.0                                                                              | 23.0                                                                              |                                                                                    |                                                                                     | 17.0                                                                                | 38.0                                                                                |                                                                                     |                                                                                     |
| Total Split (%)            | 24.2%                                                                             | 24.2%                                                                             | 24.2%                                                                             |                                                                                   | 24.2%                                                                             | 24.2%                                                                             |                                                                                    |                                                                                     | 17.9%                                                                               | 40.0%                                                                               |                                                                                     |                                                                                     |
| Maximum Green (s)          | 18.0                                                                              | 18.0                                                                              | 18.0                                                                              |                                                                                   | 18.0                                                                              | 18.0                                                                              |                                                                                    |                                                                                     | 12.0                                                                                | 33.0                                                                                |                                                                                     |                                                                                     |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                    |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |
| Lost Time Adjust (s)       |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Lost Time (s)        |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lead/Lag                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | Lag                                                                                 | Lead                                                                                |                                                                                     |                                                                                     |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walk Time (s)              | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |
| Flash Don't Walk (s)       | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |                                                                                   | 8.0                                                                               | 8.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)    | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |

Timing Plan: Pretimed  
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Synchro 12 Report  
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Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
PM Peak Hour

|                            |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Lane Group                 | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL                                                                               | SWR                                                                               | SWR2                                                                               |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |
| Traffic Volume (vph)       | 7                                                                                 | 68                                                                                | 220                                                                               | 20                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 |
| Future Volume (vph)        | 7                                                                                 | 68                                                                                | 220                                                                               | 20                                                                                | 92                                                                                | 15                                                                                | 17                                                                                 |
| Ideal Flow (vphpl)         | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                              | 2100                                                                               |
| Lane Width (ft)            | 12                                                                                | 11                                                                                | 11                                                                                | 12                                                                                | 12                                                                                | 14                                                                                | 12                                                                                 |
| Grade (%)                  |                                                                                   |                                                                                   | 1%                                                                                |                                                                                   | -6%                                                                               |                                                                                   |                                                                                    |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               |
| Ped Bike Factor            |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                    |
| Frt                        |                                                                                   |                                                                                   | 0.988                                                                             |                                                                                   | 0.965                                                                             |                                                                                   |                                                                                    |
| Flt Protected              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                   |                                                                                    |
| Satd. Flow (prot)          | 0                                                                                 | 1885                                                                              | 1973                                                                              | 0                                                                                 | 1990                                                                              | 0                                                                                 | 0                                                                                  |
| Flt Permitted              |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.964                                                                             |                                                                                   |                                                                                    |
| Satd. Flow (perm)          | 0                                                                                 | 1878                                                                              | 1973                                                                              | 0                                                                                 | 1955                                                                              | 0                                                                                 | 0                                                                                  |
| Right Turn on Red          |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | Yes                                                                                |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 138                                                                               |                                                                                   |                                                                                    |
| Link Speed (mph)           |                                                                                   |                                                                                   | 25                                                                                |                                                                                   | 25                                                                                |                                                                                   |                                                                                    |
| Link Distance (ft)         |                                                                                   |                                                                                   | 945                                                                               |                                                                                   | 1261                                                                              |                                                                                   |                                                                                    |
| Travel Time (s)            |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   | 34.4                                                                              |                                                                                   |                                                                                    |
| Confl. Peds. (#/hr)        | 3                                                                                 |                                                                                   |                                                                                   | 3                                                                                 | 6                                                                                 |                                                                                   | 6                                                                                  |
| Peak Hour Factor           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               |
| Heavy Vehicles (%)         | 0%                                                                                | 2%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Adj. Flow (vph)            | 7                                                                                 | 69                                                                                | 222                                                                               | 20                                                                                | 93                                                                                | 15                                                                                | 17                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Lane Group Flow (vph)      | 0                                                                                 | 76                                                                                | 242                                                                               | 0                                                                                 | 125                                                                               | 0                                                                                 | 0                                                                                  |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 |
| Lane Alignment             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Right                                                                             | Right                                                                              |
| Median Width(ft)           |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 12                                                                                |                                                                                   |                                                                                    |
| Link Offset(ft)            |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |
| Crosswalk Width(ft)        |                                                                                   |                                                                                   | 16                                                                                |                                                                                   | 16                                                                                |                                                                                   |                                                                                    |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Headway Factor             | 0.88                                                                              | 0.92                                                                              | 0.92                                                                              | 0.88                                                                              | 0.84                                                                              | 0.77                                                                              | 0.84                                                                               |
| Turning Speed (mph)        | 15                                                                                | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                | 9                                                                                 | 9                                                                                  |
| Turn Type                  | Prot                                                                              | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              |                                                                                   |                                                                                    |
| Protected Phases           | 1                                                                                 | 1                                                                                 | 6                                                                                 |                                                                                   | 9                                                                                 |                                                                                   |                                                                                    |
| Permitted Phases           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minimum Split (s)          | 17.0                                                                              | 17.0                                                                              | 25.0                                                                              |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                    |
| Total Split (s)            | 17.0                                                                              | 17.0                                                                              | 38.0                                                                              |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                    |
| Total Split (%)            | 17.9%                                                                             | 17.9%                                                                             | 40.0%                                                                             |                                                                                   | 17.9%                                                                             |                                                                                   |                                                                                    |
| Maximum Green (s)          | 12.0                                                                              | 12.0                                                                              | 33.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |
| Yellow Time (s)            | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               |                                                                                   |                                                                                    |
| Lost Time Adjust (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Total Lost Time (s)        |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                    |
| Lead/Lag                   | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Lead-Lag Optimize?         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Walk Time (s)              |                                                                                   |                                                                                   | 9.0                                                                               |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                    |
| Flash Don't Walk (s)       |                                                                                   |                                                                                   | 11.0                                                                              |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                    |
| Pedestrian Calls (#/hr)    |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |

Timing Plan: Pretimed  
01/22/2026

Synchro 12 Report  
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Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
PM Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group             | EBL2                                                                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | WBR2                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | NBR2                                                                                |
| Act Effect Green (s)   |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                    |                                                                                     | 12.0                                                                                | 33.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio     |                                                                                   |                                                                                   | 0.19                                                                              |                                                                                   |                                                                                   | 0.19                                                                              |                                                                                    |                                                                                     | 0.13                                                                                | 0.35                                                                                |                                                                                     |                                                                                     |
| v/c Ratio              |                                                                                   |                                                                                   | 0.11                                                                              |                                                                                   |                                                                                   | 0.81                                                                              |                                                                                    |                                                                                     | 0.08                                                                                | 0.78                                                                                |                                                                                     |                                                                                     |
| Control Delay (s/veh)  |                                                                                   |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                   | 58.9                                                                              |                                                                                    |                                                                                     | 37.7                                                                                | 38.6                                                                                |                                                                                     |                                                                                     |
| Queue Delay            |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |
| Total Delay (s/veh)    |                                                                                   |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                   | 58.9                                                                              |                                                                                    |                                                                                     | 37.7                                                                                | 38.6                                                                                |                                                                                     |                                                                                     |
| LOS                    |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                    |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s/veh) |                                                                                   |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                   | 58.9                                                                              |                                                                                    |                                                                                     |                                                                                     | 38.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS           |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 36.7

Intersection LOS: D

Intersection Capacity Utilization 77.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave

|                                                                                            |                                                                                        |                                                                                        |                                                                                          |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  Ø2 (R) |  Ø1 |  Ø4 |  Ø9 |
| 38 s                                                                                       | 17 s                                                                                   | 23 s                                                                                   | 17 s                                                                                     |
|  Ø6     |  Ø5 |  Ø8 |                                                                                          |
| 38 s                                                                                       | 17 s                                                                                   | 23 s                                                                                   |                                                                                          |

Lanes, Volumes, Timings  
Cal Ave 1 Lane and Re-Phasing - Cal Ave, Termon, BH

2045 Alternative 2C  
PM Peak Hour

|                        |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Lane Group             | SBL2                                                                              | SBL                                                                               | SBT                                                                               | SBR                                                                               | SWL                                                                               | SWR                                                                               | SWR2                                                                               |
| Act Effect Green (s)   |                                                                                   | 12.0                                                                              | 33.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |
| Actuated g/C Ratio     |                                                                                   | 0.13                                                                              | 0.35                                                                              |                                                                                   | 0.13                                                                              |                                                                                   |                                                                                    |
| v/c Ratio              |                                                                                   | 0.32                                                                              | 0.35                                                                              |                                                                                   | 0.34                                                                              |                                                                                   |                                                                                    |
| Control Delay (s/veh)  |                                                                                   | 41.9                                                                              | 24.9                                                                              |                                                                                   | 8.3                                                                               |                                                                                   |                                                                                    |
| Queue Delay            |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |
| Total Delay (s/veh)    |                                                                                   | 41.9                                                                              | 24.9                                                                              |                                                                                   | 8.3                                                                               |                                                                                   |                                                                                    |
| LOS                    |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |
| Approach Delay (s/veh) |                                                                                   |                                                                                   | 29.0                                                                              |                                                                                   | 8.3                                                                               |                                                                                   |                                                                                    |
| Approach LOS           |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |
| Intersection Summary   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | NE  | NE  |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | <LTR | <L  | TR  | LT  | R>  | <L  | R>  |
| Maximum Queue (ft)    | 46   | 81   | 87  | 10  | 142 | 260 | 151 | 134 |
| Average Queue (ft)    | 26   | 50   | 47  | 5   | 65  | 163 | 91  | 86  |
| 95th Queue (ft)       | 57   | 100  | 103 | 14  | 160 | 310 | 162 | 137 |
| Link Distance (ft)    | 880  | 1200 | 650 | 650 | 888 | 888 | 370 | 370 |
| Upstream Blk Time (%) |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | NE  | NE  |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | LTR  | <L  | TR  | LT  | R>  | <L  | R>  |
| Maximum Queue (ft)    | 46   | 95   | 95  | 78  | 50  | 97  | 261 | 154 |
| Average Queue (ft)    | 23   | 60   | 55  | 50  | 24  | 56  | 192 | 99  |
| 95th Queue (ft)       | 53   | 110  | 98  | 105 | 66  | 119 | 337 | 204 |
| Link Distance (ft)    | 880  | 1200 | 650 | 650 | 888 | 888 | 370 | 370 |
| Upstream Blk Time (%) |      |      |     |     |     |     |     | 1   |
| Queuing Penalty (veh) |      |      |     |     |     |     |     | 0   |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | NE  | NE  |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | <LTR | <L  | TR  | LT  | R>  | <L  | R>  |
| Maximum Queue (ft)    | 56   | 68   | 90  | 18  | 104 | 235 | 148 | 130 |
| Average Queue (ft)    | 33   | 42   | 54  | 7   | 55  | 161 | 99  | 89  |
| 95th Queue (ft)       | 65   | 82   | 119 | 23  | 120 | 272 | 159 | 137 |
| Link Distance (ft)    | 880  | 1200 | 650 | 650 | 888 | 888 | 370 | 370 |
| Upstream Blk Time (%) |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | NE  | NE  |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | LTR  | <L  | TR  | LT  | R>  | <L  | R>  |
| Maximum Queue (ft)    | 36   | 126  | 89  | 90  | 58  | 100 | 263 | 125 |
| Average Queue (ft)    | 19   | 70   | 60  | 59  | 30  | 57  | 181 | 94  |
| 95th Queue (ft)       | 49   | 134  | 106 | 110 | 73  | 118 | 319 | 142 |
| Link Distance (ft)    | 880  | 1200 | 650 | 650 | 888 | 888 | 370 | 370 |
| Upstream Blk Time (%) | 0    |      |     |     |     |     |     |     |
| Queuing Penalty (veh) | 0    |      |     |     |     |     |     |     |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | SB  | SB  | NW  | NW  |
|-----------------------|------|------|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | <LTR | TR> | <L  | TR  | <L  | R>  |
| Maximum Queue (ft)    | 68   | 134  | 311 | 186 | 434 | 46  | 38  |
| Average Queue (ft)    | 39   | 79   | 212 | 105 | 274 | 32  | 17  |
| 95th Queue (ft)       | 76   | 190  | 331 | 187 | 497 | 65  | 47  |
| Link Distance (ft)    | 875  | 1200 | 371 | 887 | 887 | 651 | 651 |
| Upstream Blk Time (%) | 0    |      |     |     |     |     |     |
| Queuing Penalty (veh) | 0    |      |     |     |     |     |     |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | NW  | NW  |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | LTR  | L   | TR> | <L  | TR  | <L  | R>  |
| Maximum Queue (ft)    | 39   | 154  | 38  | 367 | 94  | 156 | 100 | 120 |
| Average Queue (ft)    | 15   | 104  | 15  | 275 | 53  | 108 | 58  | 78  |
| 95th Queue (ft)       | 42   | 173  | 42  | 395 | 112 | 173 | 113 | 151 |
| Link Distance (ft)    | 875  | 1200 | 371 | 371 | 887 | 887 | 651 | 651 |
| Upstream Blk Time (%) | 2    |      |     |     |     |     |     |     |
| Queuing Penalty (veh) | 0    |      |     |     |     |     |     |     |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report  
Revised Phasing - BH Blvd and Cal Ave

2045 Alternative 1B  
AM Peak Hour

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | SB  | SB  | NW  | NW  |
|-----------------------|------|------|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | <LTR | TR> | <L  | TR  | <L  | R>  |
| Maximum Queue (ft)    | 68   | 98   | 280 | 174 | 351 | 71  | 42  |
| Average Queue (ft)    | 39   | 56   | 204 | 100 | 219 | 40  | 16  |
| 95th Queue (ft)       | 75   | 115  | 306 | 187 | 397 | 85  | 48  |
| Link Distance (ft)    | 875  | 1200 | 371 | 887 | 887 | 651 | 651 |
| Upstream Blk Time (%) | 0    |      |     |     |     |     |     |
| Queuing Penalty (veh) | 0    |      |     |     |     |     |     |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & California Ave & Termon Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | NW  | NW  |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served     | LTR> | LTR  | L   | TR> | <L  | TR  | <L  | R>  |
| Maximum Queue (ft)    | 47   | 154  | 38  | 367 | 94  | 124 | 100 | 120 |
| Average Queue (ft)    | 18   | 104  | 17  | 272 | 53  | 79  | 58  | 82  |
| 95th Queue (ft)       | 54   | 174  | 46  | 395 | 112 | 139 | 110 | 155 |
| Link Distance (ft)    | 875  | 1200 | 371 | 371 | 887 | 887 | 651 | 651 |
| Upstream Blk Time (%) | 2    |      |     |     |     |     |     |     |
| Queuing Penalty (veh) | 0    |      |     |     |     |     |     |     |
| Storage Bay Dist (ft) |      |      |     |     |     |     |     |     |
| Storage Blk Time (%)  |      |      |     |     |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & Termon Ave & California Ave

| Movement              | EB   | WB  | WB  | NB  | SB  | SB  | SW   |
|-----------------------|------|-----|-----|-----|-----|-----|------|
| Directions Served     | <LTR | LT  | R>  | TR> | <L  | TR  | <LR> |
| Maximum Queue (ft)    | 48   | 61  | 36  | 259 | 100 | 249 | 93   |
| Average Queue (ft)    | 28   | 33  | 15  | 174 | 69  | 161 | 61   |
| 95th Queue (ft)       | 61   | 66  | 42  | 281 | 118 | 270 | 113  |
| Link Distance (ft)    | 876  | 655 | 655 | 377 | 899 | 899 | 1208 |
| Upstream Blk Time (%) |      |     |     |     |     |     |      |
| Queuing Penalty (veh) |      |     |     |     |     |     |      |
| Storage Bay Dist (ft) |      |     |     |     |     |     |      |
| Storage Blk Time (%)  |      |     |     |     |     |     |      |
| Queuing Penalty (veh) |      |     |     |     |     |     |      |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & Termon Ave & California Ave

| Movement              | EB   | WB  | WB  | NB  | NB  | SB  | SB  | SW   |
|-----------------------|------|-----|-----|-----|-----|-----|-----|------|
| Directions Served     | <LTR | LT  | R>  | L   | TR> | <L  | TR  | LR>  |
| Maximum Queue (ft)    | 52   | 105 | 104 | 204 | 392 | 73  | 172 | 100  |
| Average Queue (ft)    | 25   | 66  | 58  | 95  | 327 | 43  | 88  | 66   |
| 95th Queue (ft)       | 62   | 117 | 119 | 332 | 481 | 79  | 177 | 108  |
| Link Distance (ft)    | 876  | 655 | 655 | 377 | 377 | 899 | 899 | 1208 |
| Upstream Blk Time (%) |      |     |     | 7   | 24  |     |     |      |
| Queuing Penalty (veh) |      |     |     | 0   | 0   |     |     |      |
| Storage Bay Dist (ft) |      |     |     |     |     |     |     |      |
| Storage Blk Time (%)  |      |     |     |     |     |     |     |      |
| Queuing Penalty (veh) |      |     |     |     |     |     |     |      |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & Termon Ave & California Ave

| Movement              | EB   | WB   | NB  | SB  | SB  | SW   |
|-----------------------|------|------|-----|-----|-----|------|
| Directions Served     | <LTR | LTR> | TR> | <L  | TR  | <LR> |
| Maximum Queue (ft)    | 60   | 84   | 273 | 143 | 250 | 92   |
| Average Queue (ft)    | 35   | 46   | 197 | 90  | 168 | 58   |
| 95th Queue (ft)       | 69   | 99   | 310 | 178 | 270 | 113  |
| Link Distance (ft)    | 876  | 654  | 377 | 899 | 899 | 1204 |
| Upstream Blk Time (%) |      |      |     |     |     |      |
| Queuing Penalty (veh) |      |      |     |     |     |      |
| Storage Bay Dist (ft) |      |      |     |     |     |      |
| Storage Blk Time (%)  |      |      |     |     |     |      |
| Queuing Penalty (veh) |      |      |     |     |     |      |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & Termon Ave & California Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | SW   |
|-----------------------|------|------|-----|-----|-----|-----|------|
| Directions Served     | <LTR | LTR> | L   | TR> | <L  | TR  | LR>  |
| Maximum Queue (ft)    | 48   | 203  | 319 | 395 | 64  | 146 | 97   |
| Average Queue (ft)    | 22   | 145  | 186 | 344 | 43  | 85  | 64   |
| 95th Queue (ft)       | 58   | 251  | 481 | 487 | 71  | 170 | 101  |
| Link Distance (ft)    | 876  | 654  | 377 | 377 | 899 | 899 | 1204 |
| Upstream Blk Time (%) |      |      | 12  | 36  |     |     |      |
| Queuing Penalty (veh) |      |      | 0   | 0   |     |     |      |
| Storage Bay Dist (ft) |      |      |     |     |     |     |      |
| Storage Blk Time (%)  |      |      |     |     |     |     |      |
| Queuing Penalty (veh) |      |      |     |     |     |     |      |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & Termon Ave & California Ave

| Movement              | EB   | WB   | NB  | SB  | SB  | SW   |
|-----------------------|------|------|-----|-----|-----|------|
| Directions Served     | <LTR | LTR> | TR> | <L  | TR  | <LR> |
| Maximum Queue (ft)    | 78   | 83   | 234 | 153 | 318 | 123  |
| Average Queue (ft)    | 38   | 44   | 164 | 87  | 240 | 71   |
| 95th Queue (ft)       | 85   | 100  | 263 | 157 | 413 | 130  |
| Link Distance (ft)    | 876  | 654  | 377 | 899 | 899 | 1204 |
| Upstream Blk Time (%) |      |      |     |     |     |      |
| Queuing Penalty (veh) |      |      |     |     |     |      |
| Storage Bay Dist (ft) |      |      |     |     |     |      |
| Storage Blk Time (%)  |      |      |     |     |     |      |
| Queuing Penalty (veh) |      |      |     |     |     |      |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Brighton Heights Blvd & Termon Ave & California Ave

| Movement              | EB   | WB   | NB  | NB  | SB  | SB  | SW   |
|-----------------------|------|------|-----|-----|-----|-----|------|
| Directions Served     | <LTR | LTR> | L   | TR> | <L  | TR  | LR>  |
| Maximum Queue (ft)    | 60   | 184  | 131 | 358 | 83  | 207 | 82   |
| Average Queue (ft)    | 29   | 146  | 38  | 248 | 50  | 120 | 65   |
| 95th Queue (ft)       | 69   | 217  | 165 | 392 | 95  | 226 | 101  |
| Link Distance (ft)    | 876  | 654  | 377 | 377 | 899 | 899 | 1204 |
| Upstream Blk Time (%) | 2    |      |     |     |     |     |      |
| Queuing Penalty (veh) | 0    |      |     |     |     |     |      |
| Storage Bay Dist (ft) |      |      |     |     |     |     |      |
| Storage Blk Time (%)  |      |      |     |     |     |     |      |
| Queuing Penalty (veh) |      |      |     |     |     |     |      |

Network Summary

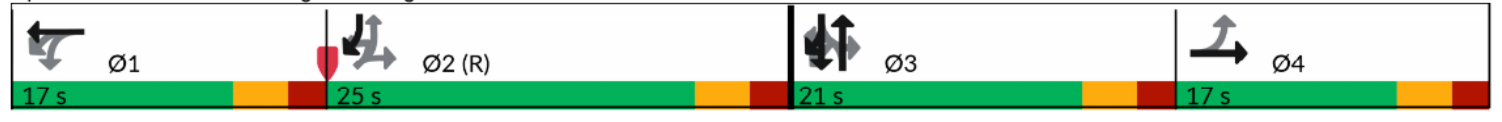
Network wide Queuing Penalty: 0

## **Appendix E: Ring & Barrier Diagrams**



## Existing and No-Build AM and PM

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave



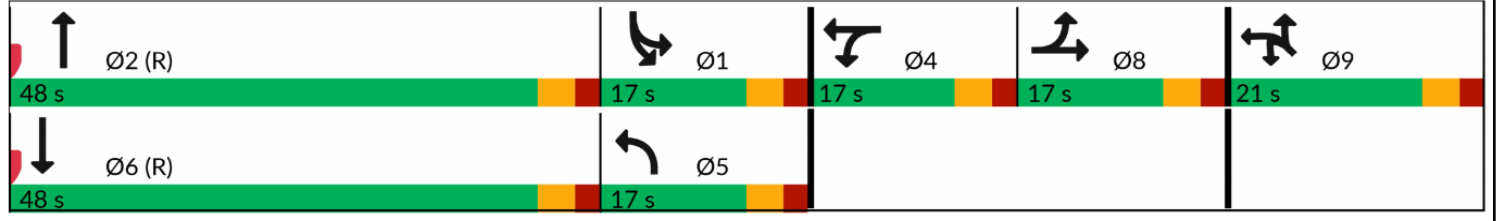
## Alternative 1A and 1B AM

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave



## Alternative 1A and 1B PM

Splits and Phases: 3: Brighton Heights Blvd & California Ave & Termon Ave



## Alternative 2A AM

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



## Alternative 2A PM

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



## Alternative 2B and 2C AM

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



## Alternative 2B and 2C PM

Splits and Phases: 3: Brighton Heights Blvd & Termon Ave & California Ave



## **Appendix F: Cost Estimate**



|                                                                                                                                                           |                                 |                                          |                                                  |                                                                                          |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------|--|
| <b>Pennoni Associates Inc.</b><br>Consulting Engineers<br>PROJECT: PTBRG25005- Brighton Heights Blvd Intersection Study<br>SUBJECT: Project Cost Estimate |                                 |                                          |                                                  | JOB #: PTBRG25004<br>SHEET: 1 OF 5<br>BY: CAG DATE: 3/9/2026<br>CHKD: CMZ DATE: 3/9/2026 |  |
|                                                                                                                                                           | ALTERNATE 1A -Painted Bump-Outs | ALTERNATE 1B - Curb & Sidewalk Bump-Outs | ALTERNATE 2A - Partial Curb & Sidewalk Bump-Outs | ALTERNATE 2B - Full Curb & Sidewalk Bump-Outs                                            |  |
| CLASSIFICATION                                                                                                                                            | SUBTOTAL                        | SUBTOTAL                                 | SUBTOTAL                                         | SUBTOTAL                                                                                 |  |
| Traffic Signals                                                                                                                                           | \$402,554                       | \$402,554                                | \$413,041                                        | \$413,041                                                                                |  |
| Signs and Pavement Markings                                                                                                                               | \$30,763                        | \$29,246                                 | \$32,627                                         | \$28,061                                                                                 |  |
| Roadway                                                                                                                                                   | \$10,743                        | \$87,970                                 | \$59,596                                         | \$115,686                                                                                |  |
| CONSTRUCTION TOTALS                                                                                                                                       | \$444,060                       | \$519,770                                | \$505,264                                        | \$556,788                                                                                |  |
|                                                                                                                                                           |                                 |                                          |                                                  |                                                                                          |  |
| Traffic Signal Design                                                                                                                                     | \$60,000                        | \$60,000                                 | \$60,000                                         | \$60,000                                                                                 |  |
| MPT Lump Sum Item (7% of Partial Subtotal 1)                                                                                                              | \$31,084                        | \$36,384                                 | \$35,368                                         | \$38,975                                                                                 |  |
| Inspection (10% of Partial Subtotal 1)                                                                                                                    | \$44,406                        | \$51,977                                 | \$50,526                                         | \$55,679                                                                                 |  |
| Mobilization (5% of Partial Subtotal 1)                                                                                                                   | \$22,203                        | \$25,989                                 | \$25,263                                         | \$27,839                                                                                 |  |
|                                                                                                                                                           |                                 |                                          |                                                  |                                                                                          |  |
| Project Subtotal                                                                                                                                          | \$601,753                       | \$694,119                                | \$676,421                                        | \$739,281                                                                                |  |
| Contingency (10%)                                                                                                                                         | \$60,175                        | \$69,412                                 | \$67,642                                         | \$73,928                                                                                 |  |
|                                                                                                                                                           |                                 |                                          |                                                  |                                                                                          |  |
| Project Total                                                                                                                                             | \$661,929                       | \$763,531                                | \$744,064                                        | \$813,209                                                                                |  |
| *Escalation was applied assuming a Spring 2027 construction start.                                                                                        |                                 |                                          |                                                  |                                                                                          |  |

**ALTERNATE 1A, 1B, AND 2A TRAFFIC SIGNAL COST ESTIMATE**

Project: PTBRG25004

ECMS # NA

Done By: CAG

Date: 3/9/26

| ITEM NO.                                          | DESCRIPTION                                                 | UNIT | QTY   | UNIT COST    | COST          |
|---------------------------------------------------|-------------------------------------------------------------|------|-------|--------------|---------------|
| 0910 - 4116                                       | AWG 8 UNDERGROUND CABLE, COPPER, 1 CONDUCTOR                | LF   | 1,095 | \$ 2.00      | \$ 2,190.00   |
| 0954 - 0014                                       | 4 INCH CONDUIT                                              | LF   | 25    | \$ 15.00     | \$ 375.00     |
| 0954 - 0151                                       | TRENCH AND BACKFILL, TYPE I                                 | LF   | 25    | \$ 15.50     | \$ 387.50     |
| 0954 - 0201                                       | SIGNAL CABLE, 14 AWG, 3 CONDUCTOR                           | LF   | 3,024 | \$ 2.50      | \$ 7,560.00   |
| 0954 - 0202                                       | SIGNAL CABLE, 14 AWG, 5 CONDUCTOR                           | LF   | 2,820 | \$ 3.00      | \$ 8,460.00   |
| 0954 - 0203                                       | SIGNAL CABLE, 14 AWG, 7 CONDUCTOR                           | LF   | 833   | \$ 4.50      | \$ 3,748.50   |
| 0954 - 0302                                       | JUNCTION BOX, JB-27                                         | EACH | 1     | \$ 2,220.00  | \$ 2,220.00   |
| 4954 - 0403                                       | ELECTRICAL SERVICE, TYPE C                                  | EACH | 1     | \$ 5,050.00  | \$ 5,050.00   |
| 0951 - 0135                                       | TRAFFIC SIGNAL SUPPORT, 35' MAST ARM                        | EACH | 1     | \$ 26,103.00 | \$ 26,103.00  |
| 0951 - 0140                                       | TRAFFIC SIGNAL SUPPORT, 40' MAST ARM                        | EACH | 3     | \$ 32,087.00 | \$ 96,261.00  |
| 0951 - 0130                                       | TRAFFIC SIGNAL SUPPORT, 30' MAST ARM                        | EACH | 1     | \$ 24,189.00 | \$ 24,189.00  |
| 0951 - 0125                                       | TRAFFIC SIGNAL SUPPORT, 25' MAST ARM                        | EACH | 1     | \$ 22,330.00 | \$ 22,330.00  |
| 9951 - 4019                                       | TRAFFIC SIGNAL SUPPORT, 19' STRAIN POLE W/FOUNDATION TYPE X | EACH | 2     | \$ 15,700.00 | \$ 31,400.00  |
| 0956 - 0500                                       | PEDESTRIAN PUSH BUTTON                                      | EACH | 10    | \$ 420.00    | \$ 4,200.00   |
| 4956 - 0833                                       | OMNI-VIEW VIDEO DETECTION SYSTEM                            | EACH | 1     | \$ 19,500.00 | \$ 19,500.00  |
| 0956 - 0833                                       | ACOUSTIC PREEMPTION SYSTEM (5 APPROACHES)                   | EACH | 1     | \$ 14,100.00 | \$ 14,100.00  |
| 0910 - 2825                                       | NEMA TS-1 CONTROLLER ASSEMBLY, TYPE 1 MOUNTING              | EACH | 1     | \$ 18,400.00 | \$ 18,400.00  |
| 0910 - 2825                                       | 100-WATT HIGH PRESSURE SODIUM LUMINAIRE, ARM MOUNT          | EACH | 4     | \$ 750.00    | \$ 3,000.00   |
| 0955 - 3722                                       | LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, TYPE A                | EACH | 10    | \$ 7,000.00  | \$ 70,000.00  |
| 0955 - 3208                                       | VEHICULAR SIGNAL HEAD, THREE 12" SECTIONS                   | EACH | 10    | \$ 1,005.00  | \$ 10,050.00  |
| 0955 - 1505                                       | OPTICALLY PROGRAMMED SIGNAL HEAD, FIVE 12" SECTIONS         | EACH | 3     | \$ 2,500.00  | \$ 7,500.00   |
| 2931 - 0001                                       | POST MOUNTED SIGN, TYPE B                                   | SF   | 20    | \$ 45.50     | \$ 910.00     |
| 2935 - 0001                                       | POST MOUNTED SIGN, TYPE F                                   | SF   | 20    | \$ 23.50     | \$ 470.00     |
| 2936 - 0200                                       | STRUCTURE MOUNTED FLAT SHEET ALUMINUM SIGNS                 | SF   | 200   | \$ 120.75    | \$ 24,150.00  |
| TRAFFIC SIGNAL ITEMS SUB-TOTAL                    |                                                             |      |       |              | \$ 402,554.00 |
| ALT 1A, 1B, 2A TRAFFIC SIGNAL ITEMS - TOTAL COST: |                                                             |      |       |              | \$ 402,554.00 |

**ALTERNATE 2B AND 2C TRAFFIC SIGNAL COST ESTIMATE**

Project: PTBRG25004

ECMS # NA

Done By: CAG

Date: 3/9/26

| ITEM NO.                                         | DESCRIPTION                                                 | UNIT | QTY   | UNIT COST    | COST          |
|--------------------------------------------------|-------------------------------------------------------------|------|-------|--------------|---------------|
| 0910 - 4116                                      | AWG 8 UNDERGROUND CABLE, COPPER, 1 CONDUCTOR                | LF   | 1,101 | \$ 2.00      | \$ 2,202.00   |
| 0954 - 0014                                      | 4 INCH CONDUIT                                              | LF   | 35    | \$ 15.00     | \$ 525.00     |
| 0954 - 0151                                      | TRENCH AND BACKFILL, TYPE I                                 | LF   | 35    | \$ 15.50     | \$ 542.50     |
| 0954 - 0201                                      | SIGNAL CABLE, 14 AWG, 3 CONDUCTOR                           | LF   | 2,951 | \$ 2.50      | \$ 7,377.50   |
| 0954 - 0202                                      | SIGNAL CABLE, 14 AWG, 5 CONDUCTOR                           | LF   | 3,167 | \$ 3.00      | \$ 9,501.00   |
| 0954 - 0203                                      | SIGNAL CABLE, 14 AWG, 7 CONDUCTOR                           | LF   | 725   | \$ 4.50      | \$ 3,262.50   |
| 0954 - 0302                                      | JUNCTION BOX, JB-27                                         | EACH | 1     | \$ 2,220.00  | \$ 2,220.00   |
| 4954 - 0403                                      | ELECTRICAL SERVICE, TYPE C                                  | EACH | 1     | \$ 5,050.00  | \$ 5,050.00   |
| 0951 - 0140                                      | TRAFFIC SIGNAL SUPPORT, 40' MAST ARM                        | EACH | 3     | \$ 32,087.00 | \$ 96,261.00  |
| 0951 - 0130                                      | TRAFFIC SIGNAL SUPPORT, 30' MAST ARM                        | EACH | 1     | \$ 24,189.00 | \$ 24,189.00  |
| 0951 - 0125                                      | TRAFFIC SIGNAL SUPPORT, 25' MAST ARM                        | EACH | 1     | \$ 22,330.00 | \$ 22,330.00  |
| 9951 - 4019                                      | TRAFFIC SIGNAL SUPPORT, 19' STRAIN POLE W/FOUNDATION TYPE X | EACH | 4     | \$ 15,700.00 | \$ 62,800.00  |
| 0956 - 0500                                      | PEDESTRIAN PUSH BUTTON                                      | EACH | 10    | \$ 420.00    | \$ 4,200.00   |
| 4956 - 0833                                      | OMNI-VIEW VIDEO DETECTION SYSTEM                            | EACH | 1     | \$ 19,500.00 | \$ 19,500.00  |
| 0956 - 0833                                      | ACOUSTIC PREEMPTION SYSTEM (5 APPROACHES)                   | EACH | 1     | \$ 14,100.00 | \$ 14,100.00  |
| 0910 - 2825                                      | NEMA TS-1 CONTROLLER ASSEMBLY, TYPE 1 MOUNTING              | EACH | 1     | \$ 18,400.00 | \$ 18,400.00  |
| 0910 - 2825                                      | 100-WATT HIGH PRESSURE SODIUM LUMINAIRE, ARM MOUNT          | EACH | 4     | \$ 750.00    | \$ 3,000.00   |
| 0955 - 3722                                      | LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, TYPE A                | EACH | 11    | \$ 7,000.00  | \$ 77,000.00  |
| 0955 - 3208                                      | VEHICULAR SIGNAL HEAD, THREE 12" SECTIONS                   | EACH | 10    | \$ 1,005.00  | \$ 10,050.00  |
| 0955 - 1505                                      | OPTICALLY PROGRAMMED SIGNAL HEAD, FIVE 12" SECTIONS         | EACH | 2     | \$ 2,500.00  | \$ 5,000.00   |
| 2931 - 0001                                      | POST MOUNTED SIGN, TYPE B                                   | SF   | 20    | \$ 45.50     | \$ 910.00     |
| 2935 - 0001                                      | POST MOUNTED SIGN, TYPE F                                   | SF   | 20    | \$ 23.50     | \$ 470.00     |
| 2936 - 0200                                      | STRUCTURE MOUNTED FLAT SHEET ALUMINUM SIGNS                 | SF   | 200   | \$ 120.75    | \$ 24,150.00  |
| TRAFFIC SIGNAL ITEMS SUB-TOTAL                   |                                                             |      |       |              | \$ 413,040.50 |
| ALT 2B AND 2C TRAFFIC SIGNAL ITEMS - TOTAL COST: |                                                             |      |       |              | \$ 413,040.50 |

## Roadway and SPMP Breakdown

| Pennoni Associates Inc.                                       |           |                                                                                   |            | JOB #: |            | PTBRG25004         |  |
|---------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------|------------|--------|------------|--------------------|--|
| Consulting Engineers                                          |           |                                                                                   |            | SHEET: |            | 2 OF 5             |  |
| PROJECT: PTBRG25005- Brighton Heights Blvd Intersection Study |           |                                                                                   |            | BY:    |            | CAG DATE: 3/9/2026 |  |
| Classification: Roadway                                       |           |                                                                                   |            | CHK'D: |            | CMZ DATE: 3/9/2026 |  |
| ALTERNATE 1A- PAINTED BUMP-OUTS                               |           |                                                                                   |            |        |            |                    |  |
| CATEGORY                                                      | ITEM #    | DESCRIPTION                                                                       | QUANTITY   | UNITS  | UNIT PRICE | PRICE              |  |
| EARTHWORK<br>AND<br>DEMOLITION                                | 0203-0004 | CLASS 1B EXCAVATION                                                               | 8          | CY     | \$ 49.00   | \$ 381.11          |  |
|                                                               |           |                                                                                   |            |        |            |                    |  |
|                                                               |           |                                                                                   | SUBTOTAL = |        |            | \$381.11           |  |
| CURB &<br>SIDEWALK                                            | 4676-0002 | CONCRETE SIDEWALK, 6", MODIFIED                                                   | 28         | SY     | \$ 194.00  | \$ 5,432.00        |  |
|                                                               | 0695-0004 | DETECTABLE WARNING SURFACE, POLYMER COMPOSITE                                     | 24         | SF     | \$ 45.00   | \$ 1,080.00        |  |
|                                                               | 9000-0002 | CONCRETE DEEP RADIUS CURB                                                         | 50         | LF     | \$ 77.00   | \$ 3,850.00        |  |
|                                                               |           |                                                                                   | SUBTOTAL = |        |            | \$10,362.00        |  |
|                                                               |           |                                                                                   | TOTAL =    |        |            | \$10,743           |  |
| SIGNS<br>&<br>DELINEATORS                                     | 0937-0300 | FLEXIBLE DELINEATOR POST, SURFACE-MOUNT TYPE SM-1, WHITE POST WITH WHITE SHEETING | 13         | EACH   | \$ 55.00   | \$ 715.00          |  |
|                                                               |           |                                                                                   |            |        |            |                    |  |
|                                                               |           |                                                                                   |            |        |            |                    |  |
|                                                               |           |                                                                                   | SUBTOTAL = |        |            | \$715.00           |  |
| PAVEMENT<br>MARKINGS<br>&<br>LEGENDS                          | 0962-1000 | 4" WHITE WATERBORNE PAVEMENT MARKINGS                                             | 604        | LF     | \$ 2.00    | \$ 1,208.00        |  |
|                                                               | 0962-1005 | 4" YELLOW WATERBORNE PAVEMENT MARKINGS                                            | 1,600      | LF     | \$ 1.00    | \$ 1,600.00        |  |
|                                                               | 0960-0021 | 24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS                                     | 530        | LF     | \$ 21.00   | \$ 11,130.00       |  |
|                                                               | 0960-0022 | 24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS                                    | 476        | LF     | \$ 20.00   | \$ 9,520.00        |  |
|                                                               | 0960-0101 | WHITE HOT THERMOPLASTIC LEGEND, "ONLY", 8' - 0"                                   | 1          | EACH   | \$ 350.00  | \$ 350.00          |  |
|                                                               | 0960-0224 | WHITE HOT THERMOPLASTIC LEGEND, "LEFT ARROW", 12' - 0" X 3' - 0"                  | 3          | EACH   | \$ 275.00  | \$ 825.00          |  |
|                                                               | 0963-0001 | PAVEMENT MARKING REMOVAL                                                          | 277        | SF     | \$ 11.00   | \$ 3,047.00        |  |
|                                                               | 0963-0004 | 4" PAVEMENT MARKING REMOVAL                                                       | 1,228      | LF     | \$ 2.00    | \$ 2,456.00        |  |
|                                                               |           |                                                                                   | SUBTOTAL = |        |            | \$30,136.00        |  |
|                                                               |           |                                                                                   | TOTAL =    |        |            | \$30,851           |  |

## Roadway and SPMP Breakdown

| Pennoni Associates Inc.                                       |           |                                                                                            |            | JOB #: |              | PTBRG25004         |  |
|---------------------------------------------------------------|-----------|--------------------------------------------------------------------------------------------|------------|--------|--------------|--------------------|--|
| Consulting Engineers                                          |           |                                                                                            |            | SHEET: |              | 3 OF 5             |  |
| PROJECT: PTBRG25005- Brighton Heights Blvd Intersection Study |           |                                                                                            |            | BY:    |              | CAG DATE: 3/9/2026 |  |
| Classification: Roadway                                       |           |                                                                                            |            | CHK'D: |              | CMZ DATE: 3/9/2026 |  |
| ALTERNATE 1B- CURB + SIDEWALK BUMP-OUTS                       |           |                                                                                            |            |        |              |                    |  |
| CATEGORY                                                      | ITEM #    | DESCRIPTION                                                                                | QUANTITY   | UNITS  | UNIT PRICE   | PRICE              |  |
| EARTHWORK AND DEMOLITION                                      | 0203-0004 | CLASS 1B EXCAVATION                                                                        | 175        | CY     | \$ 49.00     | \$ 8,575.00        |  |
|                                                               |           |                                                                                            | SUBTOTAL = |        | \$8,575.00   |                    |  |
| PAVING ITEMS                                                  | 0413-0382 | SAMD, WEARING COURSE, PG 64E-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-E | 36         | SY     | \$ 15.00     | \$ 540.00          |  |
|                                                               | 0413-8034 | SAMD, BINDER COURSE, RPS, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH        | 36         | SY     | \$ 14.00     | \$ 504.00          |  |
|                                                               | 0313-0324 | SAMD, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 5" DEPTH                   | 36         | SY     | \$ 26.00     | \$ 936.00          |  |
|                                                               | 0350-0106 | SUBBASE 6" DEPTH (NO. 2A)                                                                  | 36         | SY     | \$ 21.00     | \$ 756.00          |  |
|                                                               | 0460-0001 | BITUMINOUS TACK COAT                                                                       | 72         | SY     | \$ 1.00      | \$ 72.00           |  |
|                                                               |           |                                                                                            | SUBTOTAL = |        | \$2,808.00   |                    |  |
| CURB & SIDEWALK & DRAINAGE                                    | 4676-0002 | CONCRETE SIDEWALK, 6", MODIFIED                                                            | 396        | SY     | \$ 194.00    | \$ 76,824.00       |  |
|                                                               | 0695-0004 | DETECTABLE WARNING SURFACE, POLYMER COMPOSITE                                              | 48         | SF     | \$ 45.00     | \$ 2,160.00        |  |
|                                                               | 9000-0002 | CONCRETE DEEP RADIUS CURB                                                                  | 320        | LF     | \$ 77.00     | \$ 24,640.00       |  |
|                                                               | 0601-0000 | 18" THERMOPLASTIC PIPE                                                                     | 10         | LF     | \$ 125.00    | \$ 1,250.00        |  |
|                                                               | 0605-0012 | TYPE M INLET                                                                               | 1          | EACH   | \$ 5,250.00  | \$ 5,250.00        |  |
|                                                               |           |                                                                                            | SUBTOTAL = |        | \$110,124.00 |                    |  |
|                                                               |           |                                                                                            | TOTAL =    |        | \$121,507    |                    |  |

| CATEGORY                    | ITEM #    | DESCRIPTION                                                      | QUANTITY   | UNITS | UNIT PRICE  | PRICE        |
|-----------------------------|-----------|------------------------------------------------------------------|------------|-------|-------------|--------------|
| PAVEMENT MARKINGS & LEGENDS | 0962-1000 | 4" WHITE WATERBORNE PAVEMENT MARKINGS                            | 269        | LF    | \$ 2.00     | \$ 538.00    |
|                             | 0962-1005 | 4" YELLOW WATERBORNE PAVEMENT MARKINGS                           | 1,380      | LF    | \$ 1.00     | \$ 1,380.00  |
|                             | 0960-0021 | 24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS                    | 530        | LF    | \$ 21.00    | \$ 11,130.00 |
|                             | 0960-0022 | 24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS                   | 476        | LF    | \$ 20.00    | \$ 9,520.00  |
|                             | 0960-0101 | WHITE HOT THERMOPLASTIC LEGEND, "ONLY", 8' - 0"                  | 1          | EACH  | \$ 350.00   | \$ 350.00    |
|                             | 0960-0224 | WHITE HOT THERMOPLASTIC LEGEND, "LEFT ARROW", 12' - 0" X 3' - 0" | 3          | EACH  | \$ 275.00   | \$ 825.00    |
|                             | 0963-0001 | PAVEMENT MARKING REMOVAL                                         | 277        | SF    | \$ 11.00    | \$ 3,047.00  |
|                             | 0963-0004 | 4" PAVEMENT MARKING REMOVAL                                      | 1,228      | LF    | \$ 2.00     | \$ 2,456.00  |
|                             |           |                                                                  | SUBTOTAL = |       | \$29,246.00 |              |
|                             |           |                                                                  | TOTAL =    |       | \$29,246    |              |

## Roadway and SPMP Breakdown

|                                                               |               |                                                                                            |                   |              |                          |                       |
|---------------------------------------------------------------|---------------|--------------------------------------------------------------------------------------------|-------------------|--------------|--------------------------|-----------------------|
| <b>Pennoni Associates Inc.</b>                                |               |                                                                                            |                   |              | <b>JOB #:</b> PTBRG25004 |                       |
| Consulting Engineers                                          |               |                                                                                            |                   |              | <b>SHEET:</b> 4 OF 5     |                       |
| PROJECT: PTBRG25005- Brighton Heights Blvd Intersection Study |               |                                                                                            |                   |              | <b>BY:</b> CAG           | <b>DATE:</b> 3/9/2026 |
| Classification: Roadway                                       |               |                                                                                            |                   |              | <b>CHK'D:</b> CMZ        | <b>DATE:</b> 3/9/2026 |
| <b>ALTERNATE 2B PARTIAL- CURB + SIDEWALK BUMP-OUTS</b>        |               |                                                                                            |                   |              |                          |                       |
| <b>CATEGORY</b>                                               | <b>ITEM #</b> | <b>DESCRIPTION</b>                                                                         | <b>QUANTITY</b>   | <b>UNITS</b> | <b>UNIT PRICE</b>        | <b>PRICE</b>          |
| <b>EARTHWORK AND DEMOLITION</b>                               | 0203-0004     | CLASS 1B EXCAVATION                                                                        | 65                | CY           | \$ 49.00                 | \$ 3,187.27           |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              | <b>\$3,187.27</b>        |                       |
| <b>PAVING ITEMS</b>                                           | 0413-0382     | SAMD, WEARING COURSE, PG 64E-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-E | 16                | SY           | \$ 15.00                 | \$ 241.67             |
|                                                               | 0413-8034     | SAMD, BINDER COURSE, RPS, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH        | 16                | SF           | \$ 14.00                 | \$ 225.56             |
|                                                               | 0313-0324     | SAMD, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 5" DEPTH                   | 16                | SY           | \$ 26.00                 | \$ 418.89             |
|                                                               | 0350-0106     | SUBBASE 6" DEPTH (NO. 2A)                                                                  | 16                | SY           | \$ 21.00                 | \$ 338.33             |
|                                                               | 0460-0001     | BITUMINOUS TACK COAT                                                                       | 32                | SY           | \$ 1.00                  | \$ 32.22              |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              | <b>\$1,256.67</b>        |                       |
| <b>CURB &amp; SIDEWALK &amp; DRAINAGE</b>                     | 4676-0002     | CONCRETE SIDEWALK, 6", MODIFIED                                                            | 210               | SY           | \$ 194.00                | \$ 40,740.00          |
|                                                               | 0695-0004     | DETECTABLE WARNING SURFACE, POLYMER COMPOSITE                                              | 24                | SF           | \$ 45.00                 | \$ 9,450.00           |
|                                                               | 9000-0002     | CONCRETE DEEP RADIUS CURB                                                                  | 145               | LF           | \$ 77.00                 | \$ 11,165.00          |
|                                                               | 0601-0000     | 18" THERMOPLASTIC PIPE                                                                     | 10                | LF           | \$ 125.00                | \$ 1,250.00           |
|                                                               | 0605-0012     | TYPE M INLET                                                                               | 1                 | EACH         | \$ 5,250.00              | \$ 5,250.00           |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              | <b>\$67,855.00</b>       |                       |
|                                                               |               |                                                                                            | <b>TOTAL =</b>    |              | <b>\$72,299</b>          |                       |
| <b>SIGNS &amp; DELINEATORS</b>                                | 0937-0300     | FLEXIBLE DELINEATOR POST, SURFACE-MOUNT TYPE SM-1, WHITE POST WITH WHITE SHEETING          | 13                | EACH         | \$ 55.00                 | \$ 715.00             |
|                                                               |               |                                                                                            |                   |              |                          |                       |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              | <b>\$715.00</b>          |                       |
| <b>PAVEMENT MARKINGS &amp; LEGENDS</b>                        | 0962-1000     | 4" WHITE WATERBORNE PAVEMENT MARKINGS                                                      | 546               | LF           | \$ 2.00                  | \$ 1,092.00           |
|                                                               | 0962-1005     | 4" YELLOW WATERBORNE PAVEMENT MARKINGS                                                     | 1,600             | LF           | \$ 1.00                  | \$ 1,600.00           |
|                                                               | 0960-0021     | 24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS                                              | 490               | LF           | \$ 21.00                 | \$ 10,290.00          |
|                                                               | 0960-0022     | 24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS                                             | 476               | LF           | \$ 20.00                 | \$ 9,520.00           |
|                                                               | 0960-0101     | WHITE HOT THERMOPLASTIC LEGEND, "ONLY", 8' - 0"                                            | 1                 | EACH         | \$ 350.00                | \$ 350.00             |
|                                                               | 0960-0224     | WHITE HOT THERMOPLASTIC LEGEND, "LEFT ARROW", 12' - 0" X 3' - 0"                           | 3                 | EACH         | \$ 275.00                | \$ 825.00             |
|                                                               | 0963-0001     | PAVEMENT MARKING REMOVAL                                                                   | 410               | SF           | \$ 11.00                 | \$ 4,510.00           |
|                                                               | 0963-0004     | 4" PAVEMENT MARKING REMOVAL                                                                | 1,228             | LF           | \$ 2.00                  | \$ 2,456.00           |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              | <b>\$30,643.00</b>       |                       |
|                                                               |               |                                                                                            | <b>TOTAL =</b>    |              | <b>\$31,358</b>          |                       |

## Roadway and SPMP Breakdown

|                                                               |               |                                                                                            |                   |              |                   |                          |                       |
|---------------------------------------------------------------|---------------|--------------------------------------------------------------------------------------------|-------------------|--------------|-------------------|--------------------------|-----------------------|
| <b>Pennoni Associates Inc.</b>                                |               |                                                                                            |                   |              |                   | <b>JOB #:</b> PTBRG25004 |                       |
| Consulting Engineers                                          |               |                                                                                            |                   |              |                   | <b>SHEET:</b> 5          | OF 5                  |
| PROJECT: PTBRG25005- Brighton Heights Blvd Intersection Study |               |                                                                                            |                   |              |                   | <b>BY:</b> CAG           | <b>DATE:</b> 3/9/2026 |
| Classification: Roadway                                       |               |                                                                                            |                   |              |                   | <b>CHK'D:</b> CMZ        | <b>DATE:</b> 3/9/2026 |
| <b>ALTERNATE 2B FULL CURB &amp; SIDEWALK BUMP-OUTS</b>        |               |                                                                                            |                   |              |                   |                          |                       |
| <b>CATEGORY</b>                                               | <b>ITEM #</b> | <b>DESCRIPTION</b>                                                                         | <b>QUANTITY</b>   | <b>UNITS</b> | <b>UNIT PRICE</b> | <b>PRICE</b>             |                       |
| <b>EARTHWORK AND DEMOLITION</b>                               | 0203-0004     | CLASS 1B EXCAVATION                                                                        | 157               | CY           | \$ 49.00          | \$ 7,692.55              |                       |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              |                   | <b>\$7,692.55</b>        |                       |
| <b>PAVING ITEMS</b>                                           | 0413-0382     | SAMD, WEARING COURSE, PG 64E-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-E | 53                | SY           | \$ 15.00          | \$ 801.67                |                       |
|                                                               | 0413-8034     | SAMD, BINDER COURSE, RPS, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH        | 56                | SF           | \$ 14.00          | \$ 784.00                |                       |
|                                                               | 0313-0324     | SAMD, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 5" DEPTH                   | 53                | SY           | \$ 26.00          | \$ 1,389.56              |                       |
|                                                               | 0350-0106     | SUBBASE 6" DEPTH (NO. 2A)                                                                  | 53                | SY           | \$ 21.00          | \$ 1,122.33              |                       |
|                                                               | 0460-0001     | BITUMINOUS TACK COAT                                                                       | 109               | SY           | \$ 1.00           | \$ 109.44                |                       |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              |                   | <b>\$4,207.00</b>        |                       |
| <b>CURB &amp; SIDEWALK &amp; DRAINAGE</b>                     | 4676-0002     | CONCRETE SIDEWALK, 6", MODIFIED                                                            | 485               | SY           | \$ 194.00         | \$ 94,090.00             |                       |
|                                                               | 0695-0004     | DETECTABLE WARNING SURFACE, POLYMER COMPOSITE                                              | 56                | SF           | \$ 45.00          | \$ 2,520.00              |                       |
|                                                               | 9000-0002     | CONCRETE DEEP RADIUS CURB                                                                  | 370               | LF           | \$ 77.00          | \$ 28,490.00             |                       |
|                                                               | 0601-0000     | 18" THERMOPLASTIC PIPE                                                                     | 20                | LF           | \$ 125.00         | \$ 2,500.00              |                       |
|                                                               | 0605-0012     | TYPE M INLET                                                                               | 2                 | EACH         | \$ 5,250.00       | \$ 10,500.00             |                       |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              |                   | <b>\$138,100.00</b>      |                       |
|                                                               |               |                                                                                            | <b>TOTAL =</b>    |              |                   | <b>\$150,000</b>         |                       |
| <b>SIGNS &amp; DELINEATORS</b>                                | 0937-0300     | FLEXIBLE DELINEATOR POST, SURFACE-MOUNT TYPE SM-1, WHITE POST WITH WHITE SHEETING          | 13                | EACH         | \$ 55.00          | \$ 715.00                |                       |
|                                                               |               |                                                                                            |                   |              |                   |                          |                       |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              |                   | <b>\$715.00</b>          |                       |
| <b>PAVEMENT MARKINGS &amp; LEGENDS</b>                        | 0962-1000     | 4" WHITE WATERBORNE PAVEMENT MARKINGS                                                      | 311               | LF           | \$ 2.00           | \$ 622.00                |                       |
|                                                               | 0962-1005     | 4" YELLOW WATERBORNE PAVEMENT MARKINGS                                                     | 1,600             | LF           | \$ 1.00           | \$ 1,600.00              |                       |
|                                                               | 0960-0021     | 24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS                                              | 490               | LF           | \$ 21.00          | \$ 10,290.00             |                       |
|                                                               | 0960-0022     | 24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS                                             | 476               | LF           | \$ 20.00          | \$ 9,520.00              |                       |
|                                                               | 0960-0101     | WHITE HOT THERMOPLASTIC LEGEND, "ONLY", 8' - 0"                                            | 1                 | EACH         | \$ 350.00         | \$ 350.00                |                       |
|                                                               | 0960-0224     | WHITE HOT THERMOPLASTIC LEGEND, "LEFT ARROW", 12' - 0" X 3' - 0"                           | 3                 | EACH         | \$ 275.00         | \$ 825.00                |                       |
|                                                               | 0963-0001     | PAVEMENT MARKING REMOVAL                                                                   | 410               | SF           | \$ 11.00          | \$ 4,510.00              |                       |
|                                                               | 0963-0004     | 4" PAVEMENT MARKING REMOVAL                                                                | 1,228             | LF           | \$ 2.00           | \$ 2,456.00              |                       |
|                                                               |               |                                                                                            | <b>SUBTOTAL =</b> |              |                   | <b>\$30,173.00</b>       |                       |
|                                                               |               |                                                                                            | <b>TOTAL =</b>    |              |                   | <b>\$30,888</b>          |                       |