

## **Appendix I      Delay Tables**

## Appendices

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Table 5-1

Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control <sup>2</sup>	Existing (2019)				E+P				Difference in Delay (sec.)	
			Delay <sup>1</sup> (secs.)		Level of Service		Delay <sup>1</sup> (secs.)		Level of Service		AM	PM
			AM	PM	AM	PM	AM	PM	AM	PM		
1	Palomar St. & Central St.	TS	30.1	25.1	C	C	31.9	29.0	C	C	1.8	3.9
2	Driveway 1 & Baxter Rd.	<b>CSS</b>	Future Intersection				10.0	10.2	B	B	--	--
3	Central St. & Baxter Rd	CSS	21.2	17.2	C	C	<b>400.8</b>	<b>502.6</b>	<b>F</b>	<b>F</b>	379.6	485.4
4	Driveway 2 & Baxter Rd.	<b>CSS</b>	Future Intersection				13.2	19.0	B	C	--	--
5	I-15 SB Ramps & Baxter Rd.	AWS	<b>154.1</b>	<b>40.5</b>	<b>F</b>	<b>E</b>	<b>249.1</b>	<b>123.9</b>	<b>F</b>	<b>F</b>	95.0	83.4
6	I-15 NB Ramps & Baxter Rd.	AWS	17.1	18.9	C	C	25.8	31.1	D	D	8.7	12.2
7	Monte Vista Dr. & Bundy Canyon Rd.	CSS	18.2	24.8	C	C	20.8	33.7	C	D	2.6	8.9
8	Monte Vista Dr. & Baxter Rd.	CSS	17.6	10.9	C	B	19.8	12.4	C	B	2.2	1.5

\* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service calculated using the following analysis software: Synchro 10 (HCM 6th Edition) for signalized and unsignalized intersections.

<sup>2</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement

Table 6-1

Intersection Analysis for Opening Year Cumulative (2021) Conditions

#	Intersection	Traffic Control <sup>2</sup>	2021 Without Project				2021 With Project				Difference in Delay (sec.)	
			Delay <sup>1</sup> (secs.)		Level of Service		Delay <sup>1</sup> (secs.)		Level of Service		AM	PM
			AM	PM	AM	PM	AM	PM	AM	PM		
1	Palomar St. & Central St.	TS	32.0	28.0	C	C	34.6	35.1	C	D	2.6	7.1
2	Driveway 1 & Baxter Rd.	<b>CSS</b>	Future Intersection				9.9	10.1	A	B	--	--
3	Central St. & Baxter Rd	CSS	26.9	21.9	D	C	<b>647.1</b>	<b>842.7</b>	F	F	620.2	820.8
4	Driveway 2 & Baxter Rd.	<b>CSS</b>	Future Intersection				14.0	22.4	B	C	--	--
5	I-15 SB Ramps & Baxter Rd.	AWS	<b>211.0</b>	<b>83.3</b>	F	F	<b>297.1</b>	<b>185.3</b>	F	F	86.1	102.0
6	I-15 NB Ramps & Baxter Rd.	AWS	27.0	<b>39.0</b>	D	E	<b>48.5</b>	<b>64.0</b>	E	F	21.5	25.0
7	Monte Vista Dr. & Bundy Canyon Rd.	CSS	<b>143.0</b>	<b>274.2</b>	F	F	<b>203.6</b>	<b>415.1</b>	F	F	60.6	140.9
8	Monte Vista Dr. & Baxter Rd.	CSS	29.7	14.8	D	B	34.7	17.9	D	C	5.0	3.1

\* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service calculated using the following analysis software: Synchro 10 (HCM 6th Edition) for signalized and unsignalized intersections.

<sup>2</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement

Table 7-1

Intersection Analysis for General Plan Buildout (2040) Conditions

#	Intersection	Traffic Control <sup>2</sup>	2040 Without Project				2040 With Project				Difference in Delay (sec.)	
			Delay <sup>1</sup> (secs.)		Level of Service		Delay <sup>1</sup> (secs.)		Level of Service		AM	PM
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Palomar St. & Central St.	TS	<b>210.4</b>	<b>134.3</b>	F	F	<b>212.4</b>	<b>145.0</b>	F	F	2.0	10.7
2	Driveway 1 & Baxter Rd.	<b>CSS</b>	Future Intersection				11.1	11.0	B	B	--	--
3	Central St. & Baxter Rd	CSS	<b>&gt;50.0<sup>3</sup></b>	<b>&gt;50.0<sup>3</sup></b>	F	F	<b>&gt;50.0<sup>3</sup></b>	<b>&gt;50.0<sup>3</sup></b>	F	F	<b>&gt;5.0<sup>3</sup></b>	<b>&gt;5.0<sup>3</sup></b>
4	Driveway 2 & Baxter Rd.	<b>CSS</b>	Future Intersection				16.0	<b>86.3</b>	C	F	--	--
5	I-15 SB Ramps & Baxter Rd.	AWS	<b>403.3</b>	<b>185.3</b>	F	F	<b>490.3</b>	<b>507.4</b>	F	F	87.0	322.1
6	I-15 NB Ramps & Baxter Rd.	AWS	<b>194.6</b>	<b>64.0</b>	F	F	<b>226.8</b>	<b>358.4</b>	F	F	32.2	294.4
7	Monte Vista Dr. & Bundy Canyon Rd.	CSS	<b>3,261.5</b>	<b>5,226.7</b>	F	F	<b>4,101.2</b>	<b>5,550.3</b>	F	F	839.7	323.6
8	Monte Vista Dr. & Baxter Rd.	CSS	<b>3,643.9</b>	<b>167.7</b>	F	F	<b>19,051.7</b>	<b>365.7</b>	F	F	15,407.8	198.0

\* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service calculated using the following analysis software: Synchro 10 (HCM 6th Edition) for signalized and unsignalized intersections.

<sup>2</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement

<sup>3</sup> Synchro 10 software does not report actual delay for unsignalized intersections that experience excessive delays. As such, the difference in delay is assumed to be >5.0 seconds.