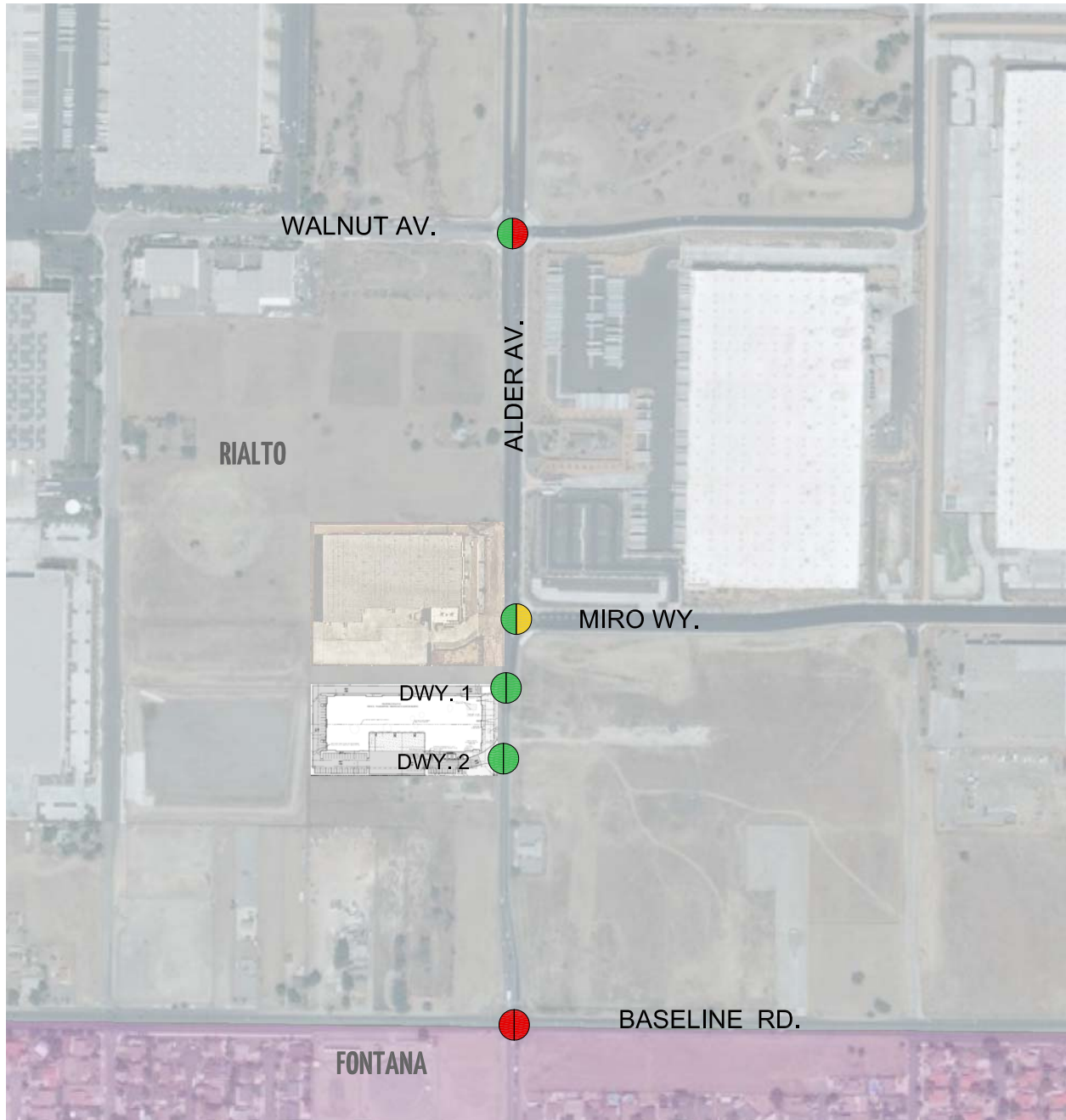


EXHIBIT 7-2: EAPC (2019) SUMMARY OF LOS



LEGEND:

- AM PEAK HOUR
- PM PEAK HOUR
- LOS A-D
- LOS E
- LOS F



Table 7-1

Intersection Analysis for EAPC (2019) Conditions

#	Intersection	Traffic Control ³	EAPC (2019)			
			Delay (secs.) ¹		LOS ²	
			AM	PM	AM	PM
1	Alder Av. & Walnut Av.	TS	39.9	191.7	D	F
2	Alder Av. & Miro Wy.	<u>TS</u> ⁴	49.7	67.3	D	E
3	Alder Av. & Dwy. 1	<u>CSS</u>	13.5	15.6	B	C
4	Alder Av. & Dwy. 2	<u>CSS</u>	13.7	16.5	B	C
5	Alder Av. & Baseline Rd.	TS	>200.0	197.9	F	F

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. 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.

² LOS = Level of Service

³ CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

⁴ A traffic signal is assumed to be operational at Alder Avenue and Miro Way by the year 2019.

⁵ Alder Avenue is assumed to be built out as a 4 lane divided roadway under EAPC (2019) conditions, consistent with the ultimate full-section width as a major arterial roadway.